



Britt Airway's 47 passenger Fairchild provides air service to Terre Haute.

No longer do airports benefit only those who fly. With part-time and full-time employees on the airport totaling 1,181 people, annual payroll is in excess of \$13 million! The impact created on the community by this payroll alone is impressive.

An airport like Hulman is also an invaluable sales tool for Terre Haute. Surveys of major U.S. Corporations point out the importance of an adequate airport facility when choosing a site to locate plants and offices. Hulman Regional Airport meets your needs, Terre Haute! Hulman's facilities are ones to be proud of.

Airports (T.H.)
Community Affairs File

REFERENCE
DO NOT CIRCULATE



**Hulman
Regional Airport**

HULMAN REGIONAL AIRPORT AUTHORITY

An airport says a lot about the community it serves. Hulman Regional Airport is often the first and last stop for the traveler on business or pleasure in Terre Haute, Indiana. Since 1944, Hulman Regional Airport has been growing to meet West Central Indiana's transportation needs.

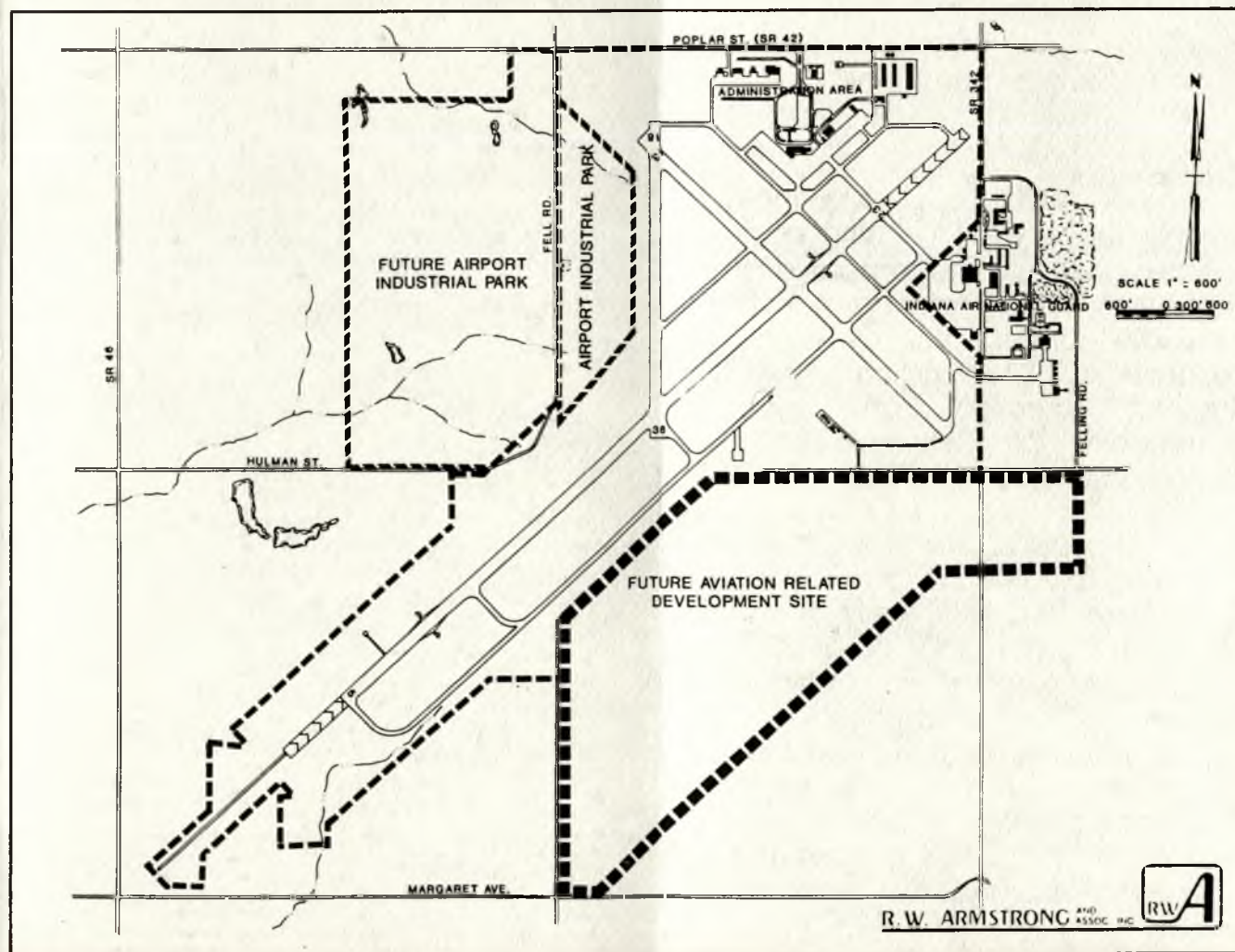
Vigo County Public Library

Highlights

- Over three miles of paved runway surface, including one 9,020 foot grooved runway (Indiana's second longest civilian runway)
- Radar service since 1981.
- Over 12,000 square feet of terminal space, including a 1.2 million dollar expansion project completed in 1981.
- Indiana's only Automated Flight Service Station to be in operation in 1983.
- The base for Britt Airway's operations; Britt provides service to Indianapolis, Chicago, Evansville, Bloomington and Danville daily, including service by two 47 passenger Fairchild FH227's.
- H & D Aviation's new facility (also housing Turbines Inc.) completed in 1980, provides quarters for an outstanding fixed base operator and Indiana's largest flight school.
- Indiana Air National Guard's 181st Tactical Fighter Group has 22 F-4's based at this facility.
- An Industrial Park Feasibility Study was completed in 1982 with the land on the west side of the airport identified as a prime Industrial Park site.



Hulman Regional Airport



FIRST CLASS
Permit No. 1839
(Sec. 510 PL&R)
Kansas City, Mo.

BUSINESS REPLY ENVELOPE

NO POSTAGE STAMP NECESSARY IF MAILED IN THE UNITED STATES

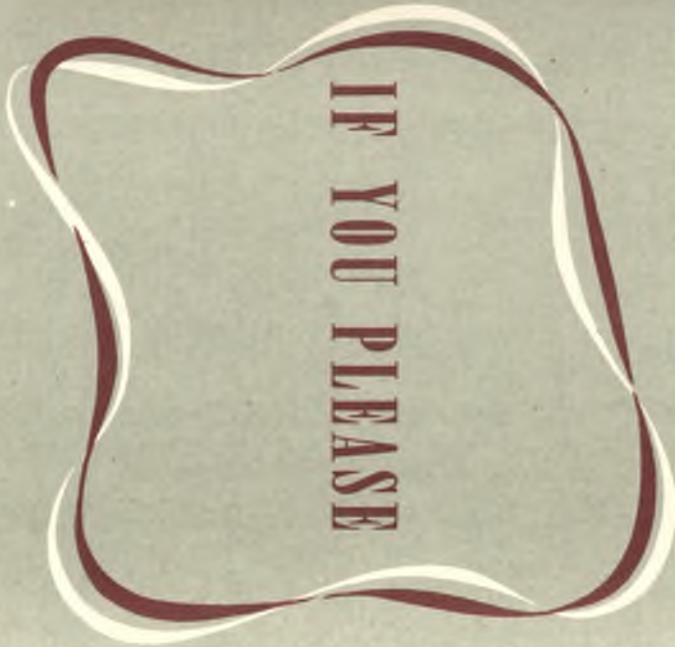
POSTAGE WILL BE PAID BY

JACK FRYE, *President*

Transcontinental & Western Air, Inc.

101 West 11th Street

Kansas City 6, Missouri



We would be pleased to receive names of
your friends who might be interested in
TWA service.

NAME

ADDRESS

CITY

STATE

NAME

ADDRESS

CITY

STATE

NAME

ADDRESS

CITY

STATE



Lack Frye

HOSTESS

PAMPHLET FILE



Flight Packet

**INFORMATIVE LITERATURE
TO TELL YOU MORE
ABOUT TWA**

REFERENCE
DO NOT CIRCULATE





The Grand Canyon

Color-photo by TWA

The Grand Canyon of the Colorado River, in Northern Arizona, is known the world around for its spectacular vastness and the infinite variety of its color tones.



FIRST FLIGHT...

THIS SHIPMENT MOVED IN
AIR EXPRESS SERVICE ON THE FIRST FLIGHT

FROM Terre Haute

DATE July 1 - '45

'FASTEST WAY' MEANS



DIVISION RAILWAY EXPRESS AGENCY, INC.



AD-248 (4-41)

FORM 1-51	SERIAL A 17901	OPEN
PASSENGER'S RECEIPT		
Not Good For Passage		
FARE	<u>\$270</u>	TAX <u>\$941</u>
BAGGAGE CHARGE	\$	TAX \$
BAGGAGE CHARGE	\$	TAX \$
From	<u>Terre Haute</u>	(Airport)
To	<u>Reading</u>	(Airport)
And From	<u>Reading</u>	(Airport)
To	<u>Terre Haute</u>	(Airport)
Subject to Tariff Regulations		
TRANSCONTINENTAL & WESTERN AIR, INC.		

TWA PRESENTS THE MATERIAL IN
THIS packet to help make your
journey more pleasant and to tell
you something of TWA's services
to the Nation in time of war.

YOU MAY TAKE THIS PACKET WITH
YOU with the compliments of The
Transcontinental Airline if you wish
more time to study the contents or
desire a souvenir of your journey.

S H O R T E S T , F A S T E S T C O A S T - T O - C O A S T

AREA PLANNING DEPARTMENT
for VIGO COUNTY

Gary Brett, Executive Director

VIGO COUNTY
TERRE HAUTE
W. TERRE HAUTE
RILEY
SEELYVILLE

February 17, 1981

LEGAL FOG GROUNDS AIRPORT ZONING

If the people who live in the 2 mile area around Hulman Airport ever get their property zoned, it will have happened only after some lawyers have gotten together to sort out the legal mess that surrounds the question of who can zone the area.

The Airport Authority has written a zoning ordinance that would affect that 2 mile area. They hope someone will enact it. They are very concerned that more people will build houses in that 2 mile area, become upset with the noise levels from the airport, and then sue to close down operations at the airport. The airport officials say this kind of thing has happened at airports all around the country. They've been trying to get someone to do something about the problem since 1975.

The question that comes up any time people get to talking about this problem is: Can the City of Terre Haute zone that 2 mile area? Some people say yes because the Indiana Planning Law gives cities the power to zone 2 miles from their contiguous boundaries. Other people say no because for a city to zone the 2 miles it has to have a City Plan Commission and Terre Haute got rid of its City Plan Commission in 1979.

What are these people talking about when they say these things, you may ask. It sounds confusing. Sorting out this legal problem may be the work of lawyers, but you can find out how this whole problem came about. It reads like a detective story, and like all good detective stories, there are lots of twists in the plot.

THE FATEFUL ORDINANCE

You can start the trail where its still warm. If you go back about 26 months to the Journal of Proceedings of the Terre Haute Common Council for January 11, 1979, you'll find that Kenneth Thomas, then Councilman, sponsored an ordinance (Spec. Ord. No. 67, 1978) that, in effect, eliminated the City Plan Commission. The ordinance was an amendment to the City's zoning

REFERENCE
DO NOT CIRCULATE

Vigo County Public Library

ordinance, and the amendment had the words "City Plan Commission" stricken from all places in the zoning text and replaced by the words "Area Plan Commission".

So what? you ask.

Well, you're right, it wasn't much of a big deal at the time. The newspapers barely made mention of it the next day. The Tennis Club's complaints about Rea Park's courts got more space. After all, the City Plan Commission wasn't doing much of anything anyway. There were complaints that it couldn't get a quorum most meetings. That's possibly one of the reasons they got rid of it. The City Council passed that ordinance without any fuss. But that's the ordinance that prevents the City of Terre Haute from zoning the 2 mile area around the airport.

How so? you say.

Well, to answer that question, we've got to go back in time to 1947.

THE BOYS COME MARCHING HOME

Put yourself back in that time, if you will. World War II has been over for a couple of years. The veterans are coming home from fighting in Europe and the Pacific and are trying to find jobs, get some of that GI Bill money to go to college and get a career. They are building homes, starting families, buying cars. Lots of homes, lots of families, lots of cars. They are starting a new phenomenon in a big way: the suburbs. These people have got money and mobility. More money and mobility than their parents, who were trapped in the Great Depression. The suburbs are spreading out across the landscape like General Patton's 3rd Army across Germany. New roads, new shopping centers, new subdivisions are being built. In Indiana it's the same as the rest of the Country.

And with any good thing comes problems. The people who hear about problems, the lawmakers, started hearing about them. There'd be letters and phone calls about roads collapsing because of poor soil conditions. Complaints about drainage problems in subdivisions, basements full of water. Complaints about over-crowding in schools because of new residents. Complaints about sewer and water lines not being provided to new subdivisions. "There ought to be a law!" the callers would say.

So they made one. The Indiana lawmakers called it the Advisory Planning Law of 1947. The whole idea was to give cities and counties the option to make plans and have zoning ordinances to help guide the growth of cities and to deal with some of the problems.

THE 1947 ADVISORY PLANNING LAW

The way the thing was to work was like this. Each city would have the option to have a City Plan Commission so the city officials could plan and zone inside the city limits. But the lawmakers saw that most of the growth was occurring around the fringes of the cities, so they also put in the law that the cities could use their planning and zoning power 2 miles from the contiguous boundaries.

How did the people who live in that area get representation? you ask.

Good question. The lawmakers thought of that. They said in the 1947 Law that the City Plan Commission had to file a map with the County Recorder showing what part of the 2 mile area was to be planned and zoned. Then the Circuit Court Judge would appoint 2 or more members to the City Plan Commission and 1 or more members to the City's Board of Zoning Appeals. These members would have to live in the part of the 2 mile area and would be entitled to vote on any matters before the Board or Commission.

The lawmakers said that the City could only use its planning and zoning power if it had a City Plan Commission. Also, the lawmakers said that the County could have a Plan Commission so the County officials could plan and zone the unincorporated area of the County.

So there were 2 separate kinds of Plan Commissions set up by the 1947 Advisory Planning Law? you ask.

Right. The lawmakers thought this would give the urban people and the rural people each flexibility to deal with their own problems.

Okay, you say. What has this have to do with Hulman Airport?

You can find out that answer by following the trail of the Indiana lawmakers. We've got to move ahead ten more years to 1957 to get the full picture.

THE 1957 AREA PLANNING LAW

By the late fifties the post-war prosperity boom was in full swing. And the lawmakers were seeing that the problems of the cities and counties were related. What the cities did affected the unincorporated areas. Also, the cities were planning and zoning beyond their boundaries and beginning to overlap at the fringes where the cities were close to each other. People in these "no-man's lands" became confused.

"Who's got authority over this area?" they'd ask. "Who do I have to go to find out what regulations are in effect?"

The lawmakers went back to the drawing board to solve these problems. What they came up with was the 1957 Area Planning Law. The purpose of this law was to create a single, unified Area Plan Commission to plan and zone on a county-wide basis. The idea was to have coordination between the cities and the unincorporated areas. Like the 1947 Law, the 1957 Law was optional, not mandatory.

"But what about the City and County Plan Commissions created under the 1947 Law?" the city and county officials asked.

The lawmakers solved that one by saying that any plans and zoning adopted under the 1947 Law were automatically valid even if the counties and cities used the 1957 Law. Also, those plan commissions still had power until the Area Plan Commission came up with a comprehensive plan and a zoning ordinance that was approved by the County Commissioners, Town Boards and City Councils.

"But then there'll be the possibility of several plan commissions operating in the same county, plus the Area Plan Commission," the city and county officials said. "The Area Plan Commission ought to come up with a comprehensive plan and then a zoning ordinance as soon as possible to take over all those 1947 plan commissions."

"Okay," the lawmakers said. "We'll put in the law that the Area Plan Commission should as expeditiously as possible come up with a comprehensive plan and then a zoning ordinance. That should deal with that problem."

So how did this all affect Terre Haute? you ask.

Well, now that we've uncovered the background we can unravel the basic thread of the controversy.

THE TERRE HAUTE COMPREHENSIVE PLAN OF 1967

The City of Terre Haute adopted a comprehensive plan and zoning ordinance (Gen. Ord. No. 5, 1966 and Gen. Ord. No. 1, 1967) in the spring and summer of 1967. And the City adopted the plan under the 1947 Law.

So that means the City had the power to plan and zone 2 miles from its contiguous boundaries? you ask.

Right. The City realized it had this power under the 1947 Law because when the plan was first prepared by City Planning Associates of Mishawaka, Indiana, the maps indicated how the 2 mile area should be zoned.

So what happened to it?

Well, when the Terre Haute Comprehensive Plan came before the City Council, the 2 mile area was dropped from the plan. The Terre Haute Tribune reported on page 36 of its May 18, 1967 edition:

"General Ordinance No. 5, recommending adoption of a comprehensive development plan, was adopted after amendments to the bill knocked out a proposed 2 mile area bordering city limits and made some changes in the wording of the plan. Out-of-city residents voiced their disapproval of the City attempting to plan within the 2 mile border without giving residents their representation."

Didn't the City officials realize that the County Circuit Judge was supposed to appoint members from that 2 mile area to serve on the City Plan Commission? you ask.

Probably not. But anyway that part of the plan was dropped and when the zoning ordinance was passed 2 months later, the City did not zone outside its boundaries. Besides, that plan wouldn't have done Hulman Airport much good. That plan said that most of the 2 mile area around the airport was prime buildable land and would have recommended the area be zoned residential.

So, the City had the planning and zoning power for that 2 mile area, but just didn't use it? you say.

That's right. As a city with a plan commission using the 1947 Law, it had that power.

So where does the Area Plan Commission fit in to all this? you're probably wondering. To find this out, we've got to dig into the ruins of a great struggle.

THE BATTLE OF AREA PLANNING

Next to fluoridation of the water supply, the Area Plan Commission was probably the most controversial issue in Vigo County during the late 1950s and early 1960s. Tampering with the water and the land are issues that get to most people where they live.

Some people in Vigo County had tried to get the 1957 Law enacted within months of its passage. They believed it was a good idea and could help solve some problems that were affecting Terre Haute and Vigo County. These people, mostly members of civic groups and the Chamber of Commerce tried to explain the advantages of the law in numerous newspaper articles. In 1958 the Terre Haute City Council passed an ordinance to participate in an Area

Plan Commission. Mayor Ralph Tucker vetoed the measure. A year later the Mayor let a similar ordinance pass without his signature. The County Commissioners passed a similar ordinance and the Area Plan Commission was formed.

But the Commission never got off the mat. The County Council refused to fund the Commission. The Commission sued the Council. The County Court Judge ordered the Council to fund the Commission. In 1963 the Indiana Supreme Court reversed the Vigo County Judge's order. And that's where the matter laid for 3 years. What happened next was the result of a sewer line which was to have important consequences for Hulman Airport.

SON OF COMMITTEE FOR AREA PROGRESS

In 1966, \$400,000 was required to extend a sewer line to Seelyville. Only problem was the Department of Housing and Urban Development wouldn't fund the project unless the County had an Area Plan Commission. So the Committee for Area Progress, a civic group, worked to get an Area Plan Commission established in Vigo County. There was another bitter struggle, but this time the supporters of Area Planning helped make amendments to the 1957 Law that were the opponents' price for permitting the Commission to function. The amendments permitted referendums in each township on any zoning to affect the township, and allowed better representation by the rural people on the Area Plan Commission. With these hurdles passed, the Area Planning Department was started on January 30, 1967, and the Area Plan Commission was in business. The sewer extension to Seelyville was approved.

Soon after the Area Plan Commission was established, the question came up about whether the City Plan Commission should go out of business. This controversy wove its way in and out the Area Plan Commission minutes for a couple of years. Finally the issue disappeared. Both plan commissions were in effect until January 11, 1979.

CHECKMATE

This brings us back to that ordinance of January 11, 1979 that got rid of the City Plan Commission. By making the Area Plan Commission take over the duties of the City Plan Commission, the City lost its power to zone the 2 mile area around the airport.

Now, wait a minute, you say. How could the City lose that power? Isn't the Area Plan Commission able to act as the City's plan commission to zone that 2 mile area?

No, it can't.

Why not?

Well, because the purpose of an Area Plan Commission is to

propose planning and zoning on a county-wide basis. It can't single out one area of the county and zone it without a comprehensive plan and comprehensive zoning ordinance for the entire county. The lawmakers in 1957 made this kind of plan commission for the purpose of avoiding this piecemeal type of approach.

The City Plan Commission until January 1979 still had the power all along to plan and zone that 2 mile area since the Area Plan Commission hadn't come up with a comprehensive plan and zoning ordinance for the whole county that was approved by the County Commissioners, the Town Boards and the City council.

You mean it's a question of different powers? you ask.

Yes. That's it. It's sort of like the pawn and the queen in the game of chess. In chess, the pawn has the power on its first move to go 2 squares forward and take an opposing piece on the diagonal. If a pawn gets to the opposite end of the board, it can be turned into a queen. Now, the queen is the most powerful piece on the board. But even the queen does not have that power that is unique to the pawn.

So a City Plan Commission using the 1947 Law is like a pawn?

Exactly. The City Plan Commission's power to zone 2 miles from the City's boundaries is a power unique to City Plan Commissions under the 1947 Law. The Area Plan Commission has different powers, because it was meant to plan and zone for the entire county. Like the queen in chess, it controls the entire board. But as a queen can't move 2 squares and taken an opponent on the diagonal, an Area Plan Commission can't single out a 2 mile area to zone without a comprehensive plan and a comprehensive zoning ordinance.

So when the City Council passed that ordinance in January 1979, they let the Area Plan Commission take control over the whole board?

Right.

Since the Area Plan Commission hasn't come up with a comprehensive plan and a zoning ordinance for the entire County, does that mean the City Plan Commission can be reactivated, and perhaps plan and zone that 2 mile area?

Well, that's another one for the lawyers to figure out.

Why all this talk about the City doing it anyway? You've probably been thinking.

To answer that, we've got to take some lessons from a card game called euchre.

THE TRUMP CARD THAT DEFEATS AIRPORT ZONING

The airport officials would like the City of Terre Haute to zone the 2 mile area around the airport (provided the City can reactivate its City Plan Commission) because the action could probably be taken a lot sooner than a comprehensive plan and a comprehensive zoning ordinance could be approved for the entire county. The airport officials have to weigh the possibility that a zoning ordinance for the entire county may never be passed due to the opposition. Besides, the present process in operation to prepare the comprehensive plan for the county probably could not be completed until mid-1982. And the contract with Stanley Consultants does not even include the preparation of a zoning ordinance.

So, the airport officials are looking at an uncertain future regarding county zoning? you ask.

Yes. And even if the Area Plan Commission was able to present a zoning ordinance to the elected officials that could get passed, the residents in that 2 mile area could always play their trump card.

What would that be?

Well, in the card game of euchre, the jack of the suit that is trump can take even the ace of the suit that's led. And the 1957 Area planning Law provides each township with the opportunity for a referendum on any zoning that would affect the township. If 25% of the registered voters file a petition for referendum on zoning, and the majority of registered voters disapprove of zoning for the township, then the zoning ordinance has no effect for that township. So the Area Plan Commission could possibly have the elected officials approve a zoning ordinance that zones the 2 mile area around the airport to protect it, only to have the residents in Lost Creek and Riley townships play their jack against the airport's zoning ace.

What if the City zoned the area? Do the residents have that option under the 1947 Law?

No. But once the Area Plan Commission did come up with a comprehensive plan and zoning ordinance for the entire county, a zoning ordinance approved by the elected officials, the City Plan Commission would lose all its powers and the Area Plan Commission would take over. Then the residents would have the option to have a referendum on zoning, since they would now be under the 1957 Law.

Report prepared by Robert [illegible]

And then the residents could play their trump card and remove any zoning around the airport?

Yes. So you can see that the Airport Authority stands a better chance of getting zoning for that 2 mile area if the City can do it. That's why there's all these questions and discussions about whether the City can zone that area.

So send in the lawyers.

February 24, 1971

LEGAL COUNSEL ADVISES AIRPORT ZONING

If the people who live in the 2 mile area around the airport ever get their zoning fixed, it will have happened long after some lawyers have gotten together to work out the legal mess that surrounds the question of who can zone the area.

The Airport Authority has written a special ordinance that would affect that 2 mile area. They hope someone will enact it. They are very concerned that some people will build houses in that 2 mile area, which would spoil the noise levels near the airport, and then sue the airport over damages at the airport. The airport officials say this kind of thing has happened at airports all around the country. They've been trying to get someone to do something about the problem since 1970.

The question that comes up is why these people get so talking about this problem. Why can't the City of Terre Haute zone that 2 mile area? Some people say yes because the Indiana Planning Law gives cities the power to zone 2 miles from their contiguous boundaries. Other people say no because for a city to zone the 2 miles it has to have a city plan commission and Terre Haute got rid of its City Plan Commission in 1970.

What are these people talking about when they say these things, you say ask. It sounds confusing. Sorting out this legal problem may be the work of lawyers, but you can find out how this whole problem came about. It reads like a detective story, and like all good detective stories, there are lots of twists to the plot.

THE FACTS OF THE CASE

You see, since the 1960's when it all began. If you go back down to volume 1 of the Journal of Proceedings of the Terre Haute Council for December 11, 1970, you'll find that Kenneth Carter, City Commissioner, requested an ordinance (Ord. 100) to eliminate the City Plan Commission and to transfer all its powers and duties to the City Council.

Report prepared by Robert Baer

REFERENCE
DO NOT CIRCULATE

View Copy Page 15-77

1971 Made with 100% Recycled Paper. 100% Recycled Paper. 100% Recycled Paper. 100% Recycled Paper.

3-16-60

Emeline Fairbanks Mem. Library

REFERENCE
DO NOT CIRCULATE

INDIANA ROOM

The History of Terre Haute's Paul Cox Field

By DOROTHY J. CLARK

One of the most talked about subjects in this city recently is the future of the Paul Cox field. I can't predict its future, but I can tell you its history.

In the fall of 1927, Fort Harrison Post No. 40 of the American Legion adopted as its major activity, under Commander George J. Beck, the establishment of a Municipal Airport for the city of Terre Haute. The following committee was appointed to work out the details: Paul S. Cox, chairman; Frank Fulke, George J. Carroll, Robert L. Tilley, all active flyers during World War I, and Morton F. Hayman and Harry E. Fitch. To prove that history does repeat itself, support of city officials could not be obtained to put the proposition over because of the several hundred thousand dollars expense involved.

Early in 1928, a letter to the Terre Haute Chamber of Commerce from the National Air Race Association stated that Terre Haute would be selected as a night stop on the first transcontinental race from New York to Los Angeles. The letter suggested that a favorable field could be developed on a site used as an emergency landing field by army and civilian flyers known as "Dresser Field." This tract of 168 acres was located about two and three-quarters miles south of the city's business district on U. S. Highway No. 41. The letter was turned over to chairman Paul Cox for action.



Dorothy J. Clark

The formal opening was held on May 30, 1928. Considerable success was gained in student instruction and commercial flying. The field was designated as a night control point Sept. 8, 1928, on the first transcontinental air derby with forty-nine airplane entrants. A crowd of over 20,000 people was attracted to the field both that night and the following morning.

Form Corporation.

In March, 1929, Terre Haute Airways, Inc., was organized as a commercial venture to develop Dresser Field with the following directors: Paul S. Cox, president; Walter G. Palmer, vice president; Morton F. Hayman, secretary-treasurer; Shannon D. Buntin, Charles E. Piety, W. C. Ely and Gordon C. Morris. Harry T. Musick, a pioneer civilian flyer of Terre Haute, was engaged as

field manager. Terre Haute Airways, Inc. successfully operated the airport and made of Terre Haute an air-minded community.

Early in 1930 the administration of Mayor Ora D. Davis authorized the appointment of a Board of Aviation Commissioners of the City of Terre Haute and took over Dresser Field as Terre Haute's Municipal Airport. This first board consisted of Dr. F. H. Jett, Robert F. Prox, Fitch and Hayman. John Haxton was selected as Field Manager.

After becoming a Municipal Airport, Terre Haute was designated as a "control point" on air mail routes from Chicago to Atlanta operated by the American Airways, Inc., with mail, express and passenger service. Transcontinental and Western Air, Inc., the Lindbergh Route from New York to Los Angeles, also designated Terre Haute as a "flag stop" on this line.

In June, 1933, the Board of Aviation Commissioners, composed of Dr. F. H. Jett, Robert F. Prox, Carl Stahl and Raymond Thomas, authorized the change of the name of the airport to "Paul Cox Field" in memory of Terre Haute's "War Ace" who was killed just one year earlier.

During World War I, Paul Cox was a fighter pilot of the American Air Service in France. He was a First Lieutenant in the 93rd Squadron of the 3rd Pursuit Group. Another local man served in this squadron, M/Sgt. Electrician Ralph Goodrich.

Dedicated In 1933.

The name was officially changed from Dresser Field to Paul Cox Field at dedication ceremonies held on June 21, 1933, at the time the Indiana All-State Air Tour visited the field for an overnight stop. Welcome was extended to over 40

planes and pilots including those with the state air tour, the National Guard and a squadron of nine observation planes ordered here from Scott Field by the federal government.

Local residents were treated to the sight of all types of aircraft, including an amphibian flown by Clyde Shockley, and an auto-giro which is now known as a helicopter or "whirly-bird."

One local plane from Dresser Field was on the tour, a Curtis-Wright pusher type owned by Harry Brentlinger, Jr. The plane was chartered by B. F. Johnson and was known as the "Sane Crystal Special." It was flown by Raymond Lloyd.

Arrangements had been made by the Terre Haute Aero Club and R. H. Murray, traffic manager of American Airways, Inc., for a special cachet on air mail letters sent from Terre Haute that day. The cachet bore the inscription "Paul Cox Field, official airport dedication, Terre Haute, Indiana, Aero Club of Terre Haute." Many local people took advantage of this opportunity and addressed letters to their friends here and at other cities as the cachets were highly prized souvenirs.

Following the arrival of the planes, all the pilots, members of the Aero Club, city officials and others formed in a line near the hangar. A National Guard unit fired three volleys and sounded taps. Only two brief talks were made by Charles Piety and Mort Hayman.

Mrs. Margaret Cox, widow of the late pilot for whom the airport was named, unveiled the cloth from the east end of the hangar revealing the name "Paul Cox Field."

Engage in Sham Battle.

Immediately following the dedication ceremonies the U. S. Army and National Guard planes took off to engage in sham battle maneuvers with the members of the local National Guard company on the ground, using the "Lufberry Circle," a newly-developed formation of aerial attack. This show thrilled the crowd immensely.

Before coming to this city the tour had stopped at Sullivan, and while there the town witnessed "Aunt Nancy" Turman's first airplane ride at the age of 90 years.

The planes left the newly-dedicated Paul Cox Field the next morning on their way to Lafayette. Another interesting member of the tour was Bob Shank of Indianapolis, the only living one of the original four U. S. air mail pilots.

All the newspaper accounts of 1933 were glowing in their predictions for the future of the field. In that year it was the intersecting point of the two most important transcontinental air routes of the country. It was expected that it would increase its

important place in the transportation of the future.

The \$125,000 bond issue Sept. 12, 1929, has been completely paid out. About five and one-half acres have been deeded to the Army Reserve Training Center. Those who know about such things tell me that this field is naturally drained and perfect for the purpose, a site that will accommodate all type of aircraft without damage and certainly necessary to the community if for no other reason than Civil Defense emergency.

Original Blueprint of Dresser Field

In Map Case - ~~William W. W. W.~~

8/26/87 - hmi

Archives - Map Drawer #9

DUP

AIRPORTS (W.V.) HULMAN FIELD

REFERENCE
DO NOT CIRCULATE

Terre Hautean Completes TWA Flight Trip

37/15/48



FIRST CUSTOMER AT THE NEW AIRPORT HERE.

Mrs. Hazel Dodge Turman, first Terre Hautean to make a round trip via TWA plane from Hulman Field, receives her ticket from Forrest Bahr, passenger agent, as her husband, W. T. Turman, looks on. Mr. Turman, curator of the Swope Art Gallery, has given her ticket

stub, baggage checks, and flight stickers to the Fairbanks Memorial Library for the Terre Haute "firsts" collection.

The trip began with the first eastbound flight from the field to Reading, Pa., and ended with her arrival home during the past week.

VIGO COUNTY PUBLIC LIBRARY
TERRE HAUTE, INDIANA

J.H.
Airports

PHLET FILE
INDIANA ROOM



A I R T E R M I N A L B U I L D I N G

DEDICATION PROGRAM

INDIANA ROOM

REFERENCE
DO NOT CIRCULATE

HULMAN FIELD

★ ★ ★
T E R R E H A U T E
I N D I A N A

★ ★ ★
N O V E M B E R 2 9 . 1 9 5 3

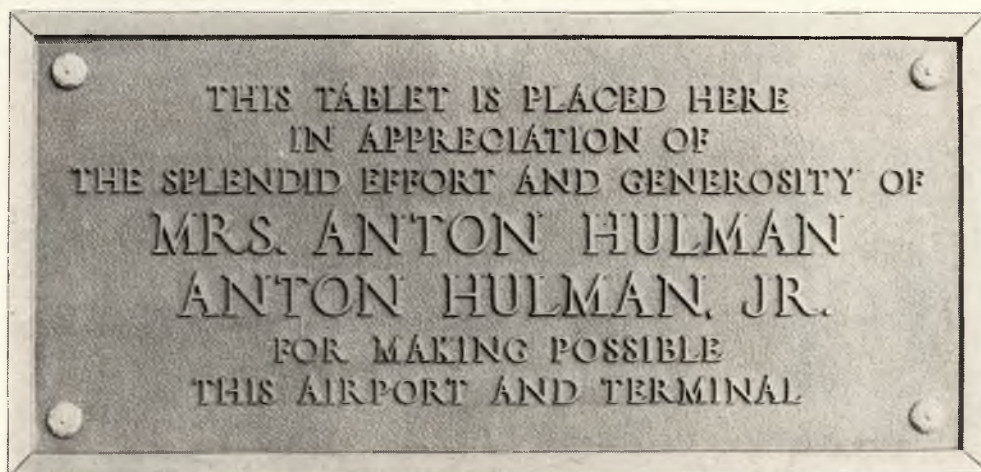


★ ★ ★ ★ 1903 ★ ★ ★ ★ ★



★ ★ ★ ★ ★ ★ ★ ★ 1953 ★ ★ ★

DESIGN AND ART WORK BY PAUL HEATON





MRS. ANTON HULMAN



MR. ANTON HULMAN, JR.

Their generosity, prompted by continued interest in the advancement of Terre Haute and the future of Aviation, made possible the erection of our Air Terminal Building . . . This great and modern airport, properly named "Hulman Field" is lasting evidence of their faith in the growth and continuing prosperity of this community.



RALPH TUCKER, Mayor



RAY THOMAS, President



HARRY FITCH



RICHARD HARRINGTON



MYRON BUSBY

★

★

★

★

Board of Aviation Commissioners

It is particularly fitting to dedicate our great new Terminal Building in this year, 1953, the 50th Anniversary of powered flight. Fifty years ago on December 17, 1903, Orville Wright ushered the age of flight into the world on the wind swept dunes of Kill Devil Hill, North Carolina . . . now today we are keeping pace with Progress, by dedicating this modern building with all its facilities for communications, weather reports, and travel by air to all points in the world.

Ralph Tucker

★ ★ ★ ★ AROUND ★ ★ ABOUT ★ ★ ★ ★ ★



★ ★ DEDICATION PROGRAM ★ ★ ★

OPEN HOUSE AND INSPECTION OF PLANES

10:00 A.M.

to

2:00 P.M.

- Displays by: United States Navy, U.S. Marine Corps, U.S. Air Force, U.S. Army, National Guard, Visiting Pilots, and Commercial Air Lines.
- Arrival of F-51 Flight from Baer Field, Ft. Wayne, Ind. Air National Guard. Music by Performance Trust Fund, Local No. 25.
- Arrival of Type 484G Jet Aircraft from Rapid City, South Dakota—
- Col. Howard Moore. Arrival of Helicopter—Camp Atterbury.
- Arrival Lake Central Airlines DC-3 Passenger Plane—Open for inspection. Music—Garfield High School Band.
- Eight Navy Corsairs will fly over field signaling the opening of formal Dedication Ceremony.

FORMAL DEDICATION

2:00 P.M.

- The National Anthem—Indiana State Teachers College Band
- Invocation—Rev. Father Herbert F. Winterhalter
- Edward J. Whalen, President Chamber of Commerce
- Frank J. Doyle, President, City Council
- Major-General Ralph Stearley, U.S.A.F. Ret.
- General Harry Doherty, Adjutant-General, State of Indiana
- Colonel Roscoe Turner
- Presentation of Terminal Building to the City—
Ray Thomas, President, Board of Aviation Commissioners
- Acceptance for the City—The Honorable Ralph Tucker, Mayor
- Introduction of Honored Guests—Mayor Ralph Tucker
MRS. ANTON HULMAN
MR. ANTON HULMAN, JR.
- Benediction—Rev. Thomas Mabley
- On the Banks of the Wabash—Indiana State Teachers College Band

3:00 P.M.

to

4:30 P.M.

OTHER EVENTS

- Arrival of RB-36 Plane, Rapid City, South Dakota
- Christening of Troop Carrier Plane "City of Terre Haute"



★ ★ 1953 ★ ★ ★ ★ ★ ★ ★ ★

★ ★ TERRE HAUTE CITY COUNCIL 1953 ★ ★



FRANK J. DOYLE
President



WALTER C. COOK



CHARLES E. HARRINGTON



JACOB D. DAVERN



ROBERT X. KELLY



ERNEST C. NICOSON



DONALD J. PETERS



CLYDE D. NATTKEMPER



DR. RAY H. SCOFIELD

★

★



1903 ★

★

★



1953 ★

★

★ ★ ★ FACTS ABOUT HULMAN FIELD ★ ★ ★

FIELD

Seven miles from Post Office. East of City on Poplar Street. Latitude 39° 26'. Longitude 87° 18'. Elevation 577.2 feet above sea level. Size 640 acres. Surface turfed, uniformly level; sub-soil tile drained. Three runways: N-S 4000' x 150', NE-SW 5300' x 150', NW-SE 5300' x 150'. Taxi strips 50' wide connecting with runways. All runways and taxi strips 18" thick. Constructed of 8" gravel base, covered by 8" emulsion, finished by 2" bituminous wearing surface (Alabama rock asphalt).

24 inch rotating 6 rpm beacon in excess of 2,000,000 candle power. Green code light (T H). Boundary lights, contact lights, range lights, ceiling projector, flush type runway lights, and all other lighting facilities recommended for this Class airport.

INSTALLATIONS

Air Terminal Building costing \$330,000 housing Weather Bureau, C.A.A. Communications Station with teletype and radio facilities. Adequate hangar facilities for over 50 private planes.

SERVICE

Handled exclusively by Roscoe Turner Aeronautical Sales and Service Corporation. 24 hour gas and oil service. Modern, fully equipped shop for aircraft maintenance. 24 hour charter service, using Beechcraft Bonanzas. Private flying instruction and aircraft rental and sales.

TURNER AVIATION CORPORATION

Colonel Turner plans to develop aviation at Hulman Field as he has in Indianapolis offering to the citizens of Terre Haute a service similar to Roscoe Turner Aeronautical Corporation located at Weir Cook Municipal Airport in Indianapolis. Operationally the services

offered will include: FLIGHT—SALES—SERVICE

—AIRCRAFT STORAGE. Some of these services

will of necessity be of a limited

nature at the beginning of the

operation.



★ ★ ★ PROGRAM SPONSORS ★ ★ ★

National Literary Association

M. Blumberg Company

J. B. Pfister Co., Inc.

Terre Haute House

Citizens Independent Telephone Co.

Terre Haute Clearing House Association

Twigg Industries, Inc., Brazil, Indiana

Public Service Company of Indiana, Inc.

The Visking Corporation - Plastics Division

Newlin-Johnson Development Company

Moore-Langen Printing & Publishing Company

Terre Haute Chamber of Commerce

★
★
★
Arrangements by

★ AVIATION COMMITTEE

★ ★ ★ Terre Haute Chamber of Commerce ★ ★ ★

VICTOR W. TATELMAN, O. B. SOUCIE, Co-Chairmen

ROBERT F. BAUR
JOHN E. BOWLEY
BENJAMIN BLUMBERG
DR. H. M. BRATT, JR.
JOHN W. DAWSON
ALLEN FELSTEIN

ALFRED D. GRIFFY
RICHARD L. HARRINGTON
O. W. "BILL" JONES
ROBERT J. KADEL
CHARLES E. PIETY
DONALD P. REICH

WENDELL L. REICH
FRED R. WALDRON
RUSSELL T. STELLE
MYRON J. BUSBY
NORMAN L. McMANS
JOHN S. FENNO



HULMAN FIELD
TERMINAL BUILDING

TERRE HAUTE, INDIANA

1952

MAYOR

HON. RALPH TUCKER

BOARD OF AVIATION COMMISSIONERS

RAYMOND E. THOMAS,	PRESIDENT
HERBERT A. GERDINK,	VICE PRESIDENT
HARRY E. FITCH,	SECRETARY
RICHARD HARRINGTON,	MEMBER
JOHN C. HART,	SUPERINTENDENT
ELEANOR A. WALSH,	CLERK

ARCHITECTS

MILLER & VRYDACH

CONTRACTORS

ROEHM BROTHERS, INC.

GENERAL CONSTRUCTION

FRITAG - WEINHARDT, INC.

HEATING & PLUMBING

NEFF HARDWARE & ELECTRICAL CO., INC.

ELECTRICAL

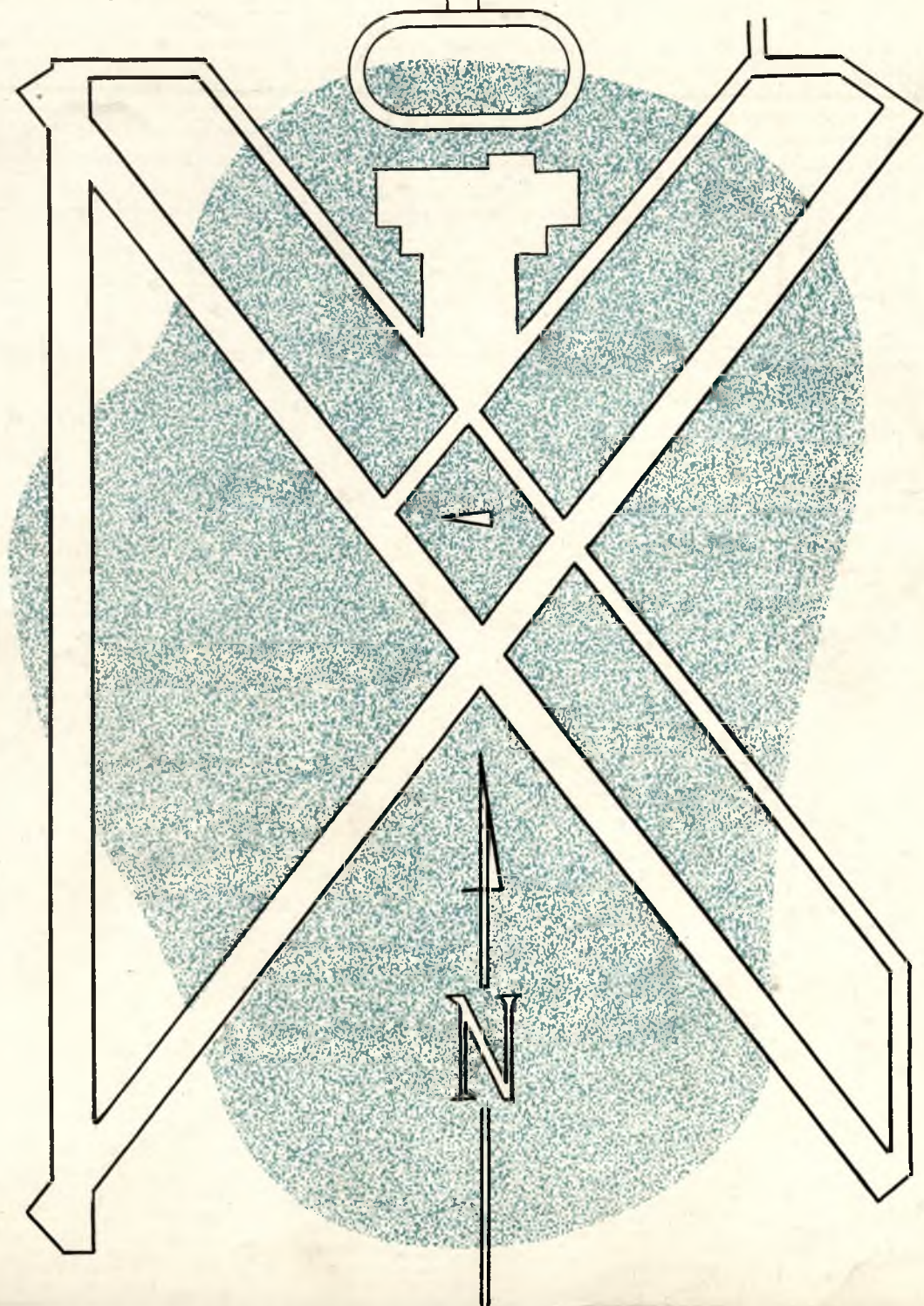




O. W. JONES
Supt.



ELEANOR WALSH
Clerk



H U L M A N F I E L D

DEDICATION BANQUET

MAYFLOWER ROOM

TERRE HAUTE HOUSE

Tuesday, 3rd October, 1944

- 18:30 Seating of guests
- 18:45 Invocation - Dr. J. Marshall Taxay, Rabbi, Temple Israel
- 19:00 Dinner music - Hoosier Ensemble
- 20:00 Introduction of honored guests
- 20:15 Choral selections - Elks Chanters, Carl Jones, Conductor
- 20:30 The future of Air Lines - William F. McGrath, System Traffic Manager,
Transcontinental and Western Air Lines.
- 20:40 Introduction and response - Commander George C. Helebrandt
Aviation Training and Staff and Progress Officer.
Naval Air Primary Training Command
Naval Air Station, Glenview, Illinois.
- 21:00 Introduction and response - Col. C. F. Schilt
Commandant Marine Air Wing
Cherry Point, North Carolina
- 21:05 Introduction and response - Brig. General Bob E. Nowland
Commanding Officer, Headquarters Ferrying Division
Air Transport Command, Cincinnati, Ohio.
- 21:10 Introduction of Speaker of the Evening - Hon. Vernon R. McMillan,
Mayor, City of Terre Haute, Indiana.
- 21:15 Address - Hon. Henry F. Schricker, Governor, State of Indiana.
- 21:35 Benediction - Dr. Taxay.
- Toastmaster - Hon. John M. Fitzgerald, City Attorney
 Terre Haute, Indiana.

INDIANA ROOM PAMPHLET FILE

INDIANA
629.136
H87
pam

Dedication

INDIANA ROOM



REFERENCE
DO NOT CIRCULATE

HULMAN FIELD

TERRE HAUTE, INDIANA

Terre Haute - Airports



Caroline Fairbanks Mem. Library

Dedication of
H U L M A N F I E L D
Terre Haute's Municipal Airport

MADE POSSIBLE THROUGH
GENEROSITY OF ANTON HULMAN, JR.



OCTOBER 3, 1944
TERRE HAUTE, INDIANA



Anton Hulman, Jr.

One of Terre Haute's outstanding civic leaders whose family since the early history of Terre Haute has contributed generously to its progress. His interest in civic advancement and the future of aviation prompted the gift of land for Hulman Field. This made it possible for immediate steps to be taken toward securing Federal appropriations for this airport.

FOREWORD

Terre Haute assembles her citizens, neighbors and friends today, October 3, 1944, to share her elation and gratification in the dedication of her new airport—Hulman Field. Six hundred and thirty-eight of Indiana's broad acres have been dedicated to this purpose, the gift of Anton Hulman, Jr., and the airport has been developed by Government funds amounting to \$1,500,000.

Wooded groves have been removed, farms have been acquired, mineral rights have been negotiated, roads have been built, and here, within three miles of the city limits, Terre Haute expects to complete one of the finest aviation fields in the country.

Generous citizens, civic organizations, labor organizations have given imposing sums for the buildings and hangars to be reared here to augment the work already done, and to complete this fine ambition, which is Terre Haute's assurance of her participation in the nation's aviation program and needs.

The world recognizes that in the post-war period Aviation is going to be a tremendous incentive in American social and economic progress. This field which we dedicate today we can visualize in the not so-distant future as a teeming terminal of air transport, as part of the national system of air service. Should war come to our doors again, it will be at the service of the nation. Should an era of peace be experienced by our nation, it will be part of our national system of commerce, a great artery for travel and transport, and a great service for this rich empire which we know as the Wabash Valley. On this occasion it is well to recall the prophetic vision of the poet Tennyson, who died in 1892, but whose foresight is still the marvel of all who read the classic verses of Locksley Hall:

*For I dipped into the future far as human eye could see,
Saw the vision of the World and all the wonder that would be.
Saw the Heavens filled with commerce, argosies of magic sails,
Pilots of the purple twilight dropping down their costly bales.
Heard the Heavens filled with shouting, and there rained a ghastly dew,
From the nations' airy navies grappling in the central blue;
Far along the world-wide whisper of the southwind rushing warm,
With the standards of the people plunging thru' the thunderstorm.
'Til the war drums throb'd no longer and the battleflags were furled,
In the parliament of man, and the federation of the world.*

W. F. CRONIN.

BIRTH OF AN AIRPORT



AIR-MINDED CITIZENS



GROUND BREAKING



INSPECTION TOUR



MAYOR VERN McMILLAN



GRADING INSPECTIONS



GEORGE FIELD COOPERATES



FINISHING OF RUNWAYS



NAVAL CADETS



TCC PLANE PARTICIPATING IN DEDICATION



CIVIL AIR PATROL

P R O G R A M

Dedicatory Exercises - Hulman Field

The Hon. John M. Fitzgerald, Presiding

2:00 P. M.—Raising the Flag—Squadron 526-1 Civil Air Patrol Cadets. Lt. Shannon D. Buntin in charge.

Air Show

Flight of twenty-seven C-47 planes of the Troop Carrier Command, George Field

Flight of two C-47 planes with gliders in tow of the Troop Carrier Command, George Field

Demonstration of the pick-up of a glider by a C-47 plane of the Troop Carrier Command, George Field

Arrival of a TWA passenger plane

Other aerial events

Music—Squadron 526-1 Civil Air Patrol Cadet Band

3:30 P. M.—"The Star Spangled Banner"..... Audience

Oath of Allegiance to the Flag

Invocation—The Rev. Father Herbert F. Winterhalter
Pastor of St. Margaret Mary's Church

Patriotic Songs—The Elks Chanters, Mr. Carl Jones, Directing

Introduction of Platform Guests

Acquisition of Funds for Hulman Field
Mr. Louis F. Hart, Chairman Airport Committee

Presentation of Hulman Field to Civil City
Mr. Harry E. Fitch, President Board of Aviation Commissioners

Acceptance of Hulman Field
The Hon. Vernon R. McMillan, Mayor of Terre Haute

Dedication of Hulman Field
Brig. Gen. Robert E. Nowland, Headquarters Ferry Division,
Air Transport Command, Cincinnati, Ohio

Remarks—Commander George C. Helebrandt,
Staff Plans and Progress Officer,
Naval Air Primary Training Command

"America, the Beautiful"—The Elks Chanters

Benediction—Rev. F. P. Puhlmann,
President of Protestant Ministerial Association

4:30 P. M.—Reception for Guests

Terre Haute House

6:30 P. M.—Dedication Dinner

Mayflower Room—Terre Haute House

Principle Speakers—Governor Henry F. Schricker
Commander George C. Helebrandt

ADMINISTRATION



Signing T. W. A. Contract

The Board of Aviation Commissioners of the City of Terre Haute was created pursuant to authority granted to cities of the second class by an act of the legislature passed in 1929, which act provides for the appointment of a non-partisan board of four members and sets out their terms of office, duties, powers, etc., all pertaining to the ownership and management of airports. Mayor Ora D. Davis appointed the first Board in this city, the personnel of which was—Harry E. Fitch, President; Robert F. Prox, Vice-President; Morton F. Hayman, Secretary; and Dr. Frank H. Jett the fourth member. Steps were taken for the acquisition of an airport for the city. In due course of time the present Paul Cox Field was chosen as the logical site and on July 27, 1929 the Common Council approved the issuance of bonds in the sum of \$125,000.00 for airport purposes. In January, 1930 the assets of Terre Haute Airways, Inc., who were using what was then known as Dresser Airport, were purchased by the board, and by the middle of 1930 the ground comprising the present field of 180 acres had been purchased, and the field lighted and fenced. In March, 1930 the first

night air mail between Chicago and Atlanta made its first trip stopping at Terre Haute. Several years later the name of the field was changed from Dresser Airport to Paul Cox Field in honor of Paul Cox who was a World War I flyer and one of the pioneers in aviation in the city. On January 1, 1944 the investment of the Board of Aviation Commissioners in Paul Cox Field were \$316,847.88 included in which is \$164,005.72 expended on the field by the Federal Government in improvement of the grounds and the buildings of the runways. Hulman Field, like Paul Cox Field, will be under the management and control of the Board of Aviation Commissioners and it is a coincident that Paul Cox Field and Hulman Field both have been built with Harry E. Fitch as President, and Robert F. Prox as Vice-President, the only two original members still serving on the board. The investment so far in Hulman Field is \$116,000.00 provided by Anton Hulman, Jr., to purchase the 638 acres of ground and approximately \$1,250,000 expended by the Federal Government in improving the field.

HULMAN FIELD DATA

NAME: Hulman Field—Terre Haute's Municipal Airport. Owned and operated by the City of Terre Haute. The Board of Aviation Commissioners control the airport.

POSITION: Latitude 39° 26'. Longitude 87° 18'. Elevation 577.2 feet above sea level.

DISTANCE AND DIRECTION FROM CITY: Seven miles from Post Office. East of City on Poplar Street Road.

DESCRIPTION: Size 640 acres. Surface turfed, uniformly level: sub-soil tile drained. Three runways: N-S 4000' x 150', NE-SW 5300' x 150', NW-SE 5300' x 150'. Taxi strips 50' wide connecting with runways. All runways and taxi strips 18" thick. Constructed of 8" gravel base, covered by 8" emulsion, finished by 2" bituminous wearing surface (Alabama rock asphalt).

INSTALLATIONS: Will consist of City Administration Building and adequate hangars, weather bureau, communication station with teletype and radio facilities, radio range station Southwest of airport, all obstructions lighted.

LIGHTING: 24 inch rotating 6 rpm beacon in excess of 2,000,000 candle power. Green code light (T H). Boundary lights, contact lights, range lights, ceiling projector, flush type runway lights, and all other lighting facilities recommended for this Class airport.

SERVICE: 24 hour service on gas, oil, hangar storage, and all services required by permanent or transient aircraft.

TRANSPORTATION: Taxicab and limousine service.

FIRST AID AND AMBULANCE SERVICE.

METEOROLOGICAL DATA: The prevailing wind direction is from the Southwest with an average velocity of 9.8 mph. The highest average velocity is 10.2 mph from the South. The average number of days with wind velocity 32 miles per hour or more is 5 for each year. The highest wind velocity recorded at this station is 58 mph.

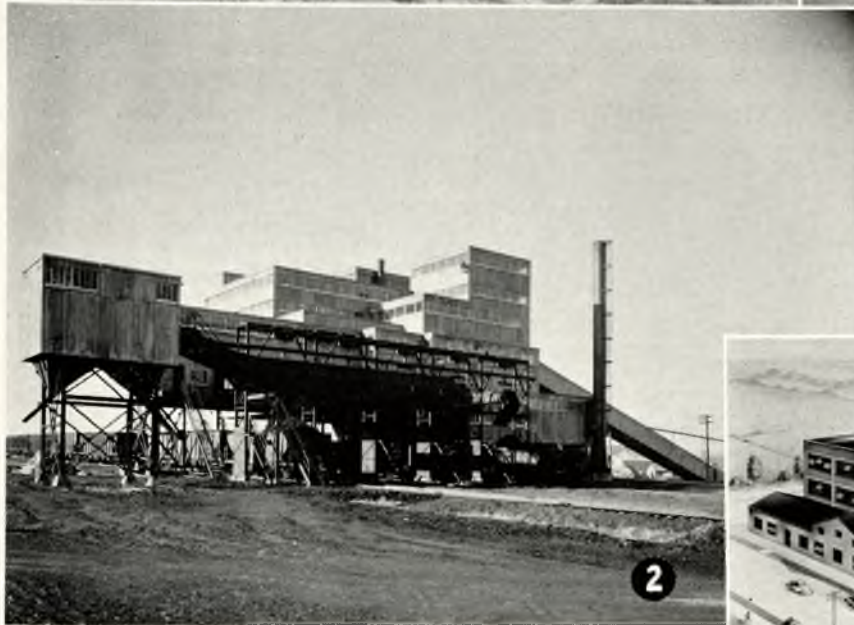
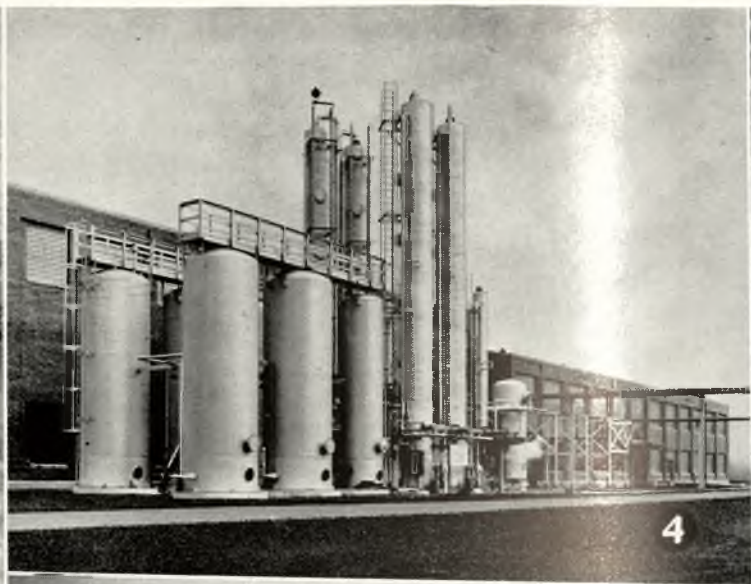
Heavy fog occurs during the Fall and Winter months with an average of one for each month. Light fog which usually forms in the early morning and ends about 9:00 A. M. occurs throughout the year with an average of 3½ days for each month.

Four synoptic weather charts and the 5:00 A. M. and 11:00 A. M. upper air charts are drawn daily.

Enolline Fairbanks Mam. Library

1. Dresser Power Plant — 2. Pyramid Coal Company
 3. Quaker Maid Plant — 4. Penicillin Plant-Commercial
 Solvents Corporation — 5. American Can Company —
 6. Smith-Alsop Paint & Varnish Company — 7. Wabash
 Fibre Box Company — 8. T. H. Chamber of Commerce

INDUSTRIAL



TERRE HAUTE

9. Indiana Gas & Chemical Company — 10. Indiana Wood Preserving Company — 11. Owens-Illinois Glass Company — 12. T. H. Brewing Company — 13. Hulman Company — 14. Davis Gardens — 15. Columbian Enameling & Stamping Co. — 16. Highland Iron & Steel Co.



9



13



8



10



14



11



15



12



16

TERRE HAUTE INDUSTRY

Terre Haute is the Queen City Of The Wabash Valley. Located on the Western Edge of Indiana, she is surrounded by rich agricultural districts, she is the main traffic point for the western Indiana coal fields, and her manufacturing interests are important and versatile.

Rich in natural resources, she enjoys inexhaustible supplies of fine water, unlimited sources of clay, shale and gravel, at her very door are some of the largest bituminous coal mines in the country, and located here is Dresser Power Plant, one of the largest in the world.

Her list of industries is matched by few cities of her size. Some of these are the Commercial Solvents Plant, the Merchants' Distilling Plant, the Terre Haute Paper Company, the Indiana Wood Preserving Company, the Columbian Enameling and Stamping Co., the Quaker Maid Company food plant, the Smith-Alsop Paint Manufacturing Co., the American Can Co., laboratories of the Commercial Solvents, Davis Gardens, the largest Vegetable Green Houses in the world, and the Indiana Gas and Chemical Corporation, one of the largest producers of coke and industrial chemicals in the Middle-west.

Among the multitudinous products of Terre Haute are the following: Brick and building tile, beer and ale, alcohol, asphalt materials, advertising novelties, awnings and tarpaulins, bronze bushings and bearings, boilers for steam and storage, brass castings, concrete products, baking powder, commercial solvents, furnaces and stoves, coal mining machinery, structural steel, iron and steel bars and rods, clothing for men, women and children, household furniture, tomato and other food products, enameled household and hospital wares, scales, dress patterns, pastes, glues and inks, paints and varnishes, lotions and cosmetics, medicines, steel roofings, gutters and sidings, paper, corrugated shipping cases, bottles and glass containers, iron and steel castings, aluminum products, mops and brushes, bakery products, electrotypes and engravings, caskets and mattresses, drugs and chemicals.

Terre Haute is known for her pleasant relations between her industries and labor. This has extended over the years, and one of the elements in her upbuilding in recent years has been the co-operation which community interests have had from organized labor.

Terre Haute is the home of Hulman Airfield, and Paul Cox Airport, Swope Art gallery, fifteen Moving picture theaters, Indiana National Guard Armory, branches of all leading Service Clubs, lodges and fraternities, the terminal of the Indiana Coal Fields, the Cross-Roads of America for No. 40 and No. 41 intersect here, the center of population of the nation is within a few miles of the city, telephone, telegraph and railroad trunk lines east and west, Davis Gardens, an incredible expanse of hot houses, Dresser Power Plant, a gigantic source of electric energy, Dresser Drive, a picturesque highway skirting the banks of the Wabash, a Federal Reformatory, erected at a cost of three million dollars, Fairbanks Memorial Library with 108,584 volumes, Fairbanks Park, a beautiful recreational place on the banks of the Wabash, now under process of development, a population of 67,000, and a retail trade area of 438,000 population, eleven lines of railroad radiating from her area, and three U. S. Highways and four State Highways connecting her with the north, east, south and west horizons of the country.

Terre Haute's park system embraces six hundred and fifty-eight acres, and outstanding are Deming Park, Rea Park, Fairbanks Park, and Collett Park. Their facilities are nearly unlimited, and they are visited by thousands each summer season.

Terre Haute has a rare historical background. In 1812 Fort Harrison was erected five miles north of the city. It became a pioneer outpost connected with the pioneer explorers, two of its commanders became presidents of the U. S. A., William Henry Harrison and Zachary Taylor. Harrison was governor of the Northwest Territory, and the fort was named in his honor. Zachary Taylor was in command at the time of the Battle of Ft. Harrison when the frontiersmen defeated the Indians. The name Terre Haute is French, meaning "high ground". "Wabash" was derived from the Indian "Ouebache". Vigo county was named for Colonel Francis Vigo, Colonial leader and trader in the early Indian wars. Terre Haute institutions such as her colleges, Indiana State Teachers College, St. Mary of the Woods, Rose Polytechnic, her libraries, her Y.M.C.A., and Y.W.C.A., and kindred institutions, her modern hospitals, her great system of public schools, her parks and golf links, her business colleges and private schools, all of these are modernly developed and give Terre Haute a reputation of progress, and cosmopolitan character.

WABASH VALLEY NEIGHBORS



SULLIVAN



CLINTON



GREENCASTLE



TERRE HAUTE



ROCKVILLE



PARIS



ROBINSON



BRAZIL



MARSHALL

Enslino Fairbanks Mem. Library

STORY OF TRANSPORTATION

The story of transportation in the Wabash Valley is a reflection of the story of transportation in the nation, with the exception that the Wabash Valley, with its inland waterway, fabled in story and in song, had methods of transportation that were not enjoyed by the average community unblest in this manner. It is a far cry from the bark canoes of the Indians and the heavier pirogues of the French fur traders, who were first to take advantage of the opportunities for commerce in the unsettled reaches of the vast territory referred to as the Wabash Valley—a far cry from those primitive methods of transportation to the modern leviathans of the air, the latest development of transportation, with their accommodations for countless guests, equal to the most modern hotel, flying through the air at four hundred miles per hour, and with vast trains of army transports and gliders, from fifty to one hundred miles in length, carrying whole armies with their equipment. Such a far cry, indeed, that the story of this development cannot be fully covered in a sketch limited in its scope, as is this.

Three methods of transportation peculiar to the early days were outstanding in the Wabash Valley. These were flatboats, river steam boats and canals. The flatboats covered the down-river trade to New Orleans, furnishing to the planters of the South, pork, bacon, lard, beef, cheese, butter, flour, corn, hay, tobacco and whiskey, and were a combination of log cabins, floating barnyard, country grocery and fort, the latter for protection from the river pirates who infested the banks of the lower Ohio and Mississippi. These boats were long and narrow, sixty or more feet in length, and from ten to twenty feet in width. They required from thirty to sixty days to make the trip from this section to New Orleans, and ninety days to return. After 1820 the flatboat crew could return by steamboat. So vast was this transportation system that in the spring of 1826 one hundred and fifty-two of these flatboats passed Vincennes, enroute to New Orleans, coming principally from Terre Haute.

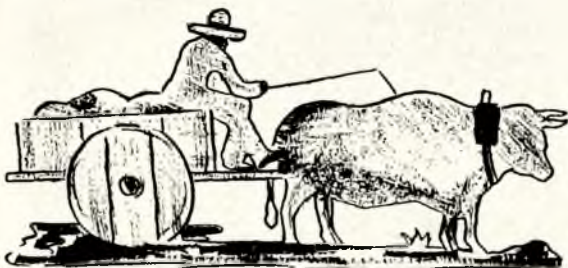
In 1822 the first river steamer arrived in Terre Haute, and gradually steamboats supplanted the flatboats. Forty-one steamboats were reported to have landed in Terre Haute between April 14 and April 27, 1834. These steamboats carried passengers as well as freight; and

music and dancing, drinking and gambling were common. In the early part of the last century, the National government began the construction of the Cumberland road from Washington to Wheeling, West Virginia, and in 1820 Senator Noble of Indiana introduced a resolution from the legislature of Indiana, in the U. S. Senate, ordering the completion of the road from Wheeling to the Mississippi, and later that year it became a law. In 1825 the capitals of Ohio, Indiana and Illinois were designated by law as points on the road. In 1827 it was surveyed through Indiana, passing through Richmond, Indianapolis and Terre Haute. The first appropriation for the road in Indiana was made in 1829.

The entire route of the road from the eastern border to Terre Haute was heavily timbered. A clearing eighty feet in width was made, the stumps were removed from the central part and the road was graded for a width of thirty feet. The work had not been completed when the final appropriation for the Indiana section was made in 1838. In July, 1839, a convention of delegates from Ohio, Indiana and Illinois was held in Terre Haute, and drafted a memorial to Congress, praying for the completion of the road with the least possible delay.

In 1840 the legislature of Indiana petitioned Congress to complete the road, but that body was deaf to the proposal. In the presidential election of 1840 every county through which the road passed, save Clay county, gave majorities to William Henry Harrison, who was committed to the completion of the road. But nothing availed, and that portion of the road in Indiana was finally turned over to the State, which leased parts of it to private companies, which made necessary improvements and erected toll gates. With the opening of this national road came the "covered wagon days," with the pioneers and their families, who sped the development of this section of the great Middle West, as it is now known.

In those days transportation was the main concern of the people for the development of the nation. In 1824, Thomas H. Blake of Vigo County, then a member of the state legislature, introduced into that body the first measure looking to the construction of the Wabash and Erie Canal, and in 1827 Congress made large land grants to aid in the construction of the canal. In 1832 contracts were let for its building, and in 1843 it was finished in



IN THE WABASH VALLEY

part. In 1850 it was practically completed, and water turned on. It was a gala day when the first canal boat arrived in Terre Haute. In 1852 the project was completed to Evansville. The canal boats were towed by horses or mules, and moved at an average speed of eight miles per hour.

The Wabash and Erie Canal was a splendid project, contemplating a through waterway, with the Great Lakes and the Erie Canal, from New York to New Orleans. But the advance of railroads affected the revenues of the canal, and this, added to the depression of 1837, forced the state to abandon the project, and in 1846 it surrendered the canal, together with tolls and unsold lands, amounting to about a million acres, to the bondholders of the state as part payment of the debt owed them, the agreement providing for the completion of the canal to Evansville. The canal with a length of 469 miles was the longest canal in the United States. The passenger traffic on the lower length of the canal was never profitable. The Evansville & Crawfordsville railroad, with its wood-burning locomotives, which was opened from Evansville to Terre Haute in the latter part of 1854, carried most of the passengers. In 1861 some of the sections south of Terre Haute were abandoned, and fifteen years later the canal property was sold by the bondholders for a small part of the original investment.

Transportation in the Wabash Valley received its greatest impetus with the building of the Terre Haute & Richmond Railroad, which was completed between Terre Haute and Indianapolis in 1852. The road was the conception of Chauncey Rose, a successful business man and capitalist of Terre Haute, who was distinguished as its greatest public benefactor. It later became the Terre Haute & Indianapolis, still later the St. Louis, Vandalia & Terre Haute, with its extension to St. Louis, and is now a part of the Pennsylvania Railroad, one of the nation's leading transportation systems. This was followed by the Evansville & Crawfordsville, which later became the Evansville & Terre Haute, then the Evansville, Terre Haute & Chicago, and is now a part of the Chicago & Eastern Illinois.

Then the Alton & Terre Haute railroad was built into Terre Haute, became the St. Louis, Alton & Terre Haute,

then the Indianapolis & St. Louis, then the Cleveland, Columbus, Cincinnati & St. Louis, and is now part of the New York Central, another of the leading transportation companies of the country. Among other railroads added to the list were the Cincinnati & Terre Haute, subsidized by the City of Terre Haute, which later became the Terre Haute & Southeastern, then the Evansville & Indianapolis, and is now a division of the New York Central; the Illinois Midland, built by Belgian capital, with a Belgian president residing in Terre Haute, later became the Paris & Decatur, and is now a part of the Pennsylvania system; the Crawfordsville section of the E. & C., was built to Logansport by the Logansport, Crawfordsville & South Western, and now, extended to South Bend, is part of the Pennsylvania system. Finally, came the Southern Indiana, known as "the Walsh road," which had a hard time gaining entrance to Terre Haute, and is now operated by the Milwaukee road.

The development of other methods of transportation, street cars, the bicycle, the automobile, the bus, the truck, the interurban and the airplane, are so recent that this generation is familiar with them, and they need no exploitation here. The crowning achievement in transportation in the Wabash Valley is the dedication of Hulman Field, which was made possible by the generosity and public spirit of one of Terre Haute's leading citizens, Mr. Anton Hulman, Jr., who presented to the city the land on which it is located. It exceeds in importance any other base of similar transportation in the Middle West, with its connection with one of the great airline organizations of the nation.

With the new world confronting us with the coming of peace, which all mankind is praying will be everlasting, new opportunities are offered the Wabash Valley. If we have the confidence in ourselves that the pioneers had, with their crude methods of transportation, when they converted a wilderness into teeming cities and towns and productive farms and industries, we will take advantage of these opportunities and the Wabash Valley, with its vast natural resources, will become an outstanding part of a nation which outshines all others in development of a high-class citizenship, and furnishing splendid fields of endeavor for its citizens that are unequalled in the history of the world.

—A. C. DUDDLESTON



PROGRAM SPONSORS

The committees which arranged for dedication of Hulman Field are deeply appreciative of the excellent work and spirit of cooperation on the part of all those who have contributed so much to this noteworthy occasion.

ALLEN & STEEN ACCEPTANCE CO.

REX BELL

BITUMINOUS MATERIALS CO.

WALTER BLEDSOE & CO.

M. BLUMBERG INVESTMENT CO.

CITIZENS INDEPENDENT TELEPHONE CO.

COCA COLA BOTTLING CO.

DEEP VEIN COAL CO.

FISCHER STORES

GRADY BROS. CONSTRUCTION CO.

HOME PACKING & ICE CO.

JOHNSON-GREENE COMPANY

MAUMEE COLLIERIES CO.

MERCHANTS NATIONAL BANK

MERCHANTS DISTILLING CO.

McMILLAN ATHLETIC GOODS CO.

J. B. PFISTER CO.

FRANK PROX COMPANY, INC.

PUBLIC SERVICE CO. OF INDIANA

SHELL OIL COMPANY

RADIO STATION WBOW

TRIBUNE-STAR PUBLISHING CO.

TERRE HAUTE BREWING CO.

TERRE HAUTE GRAVEL CO.

TERRE HAUTE ENGRAVING CO.

TERRE HAUTE FIRST NATIONAL BANK

TERRE HAUTE SAVINGS BANK

TERRE HAUTE HOUSE

VIQUESNEY PRINTING CO.

WABASH SAND & GRAVEL CO.

WABASH REALTY, INC.

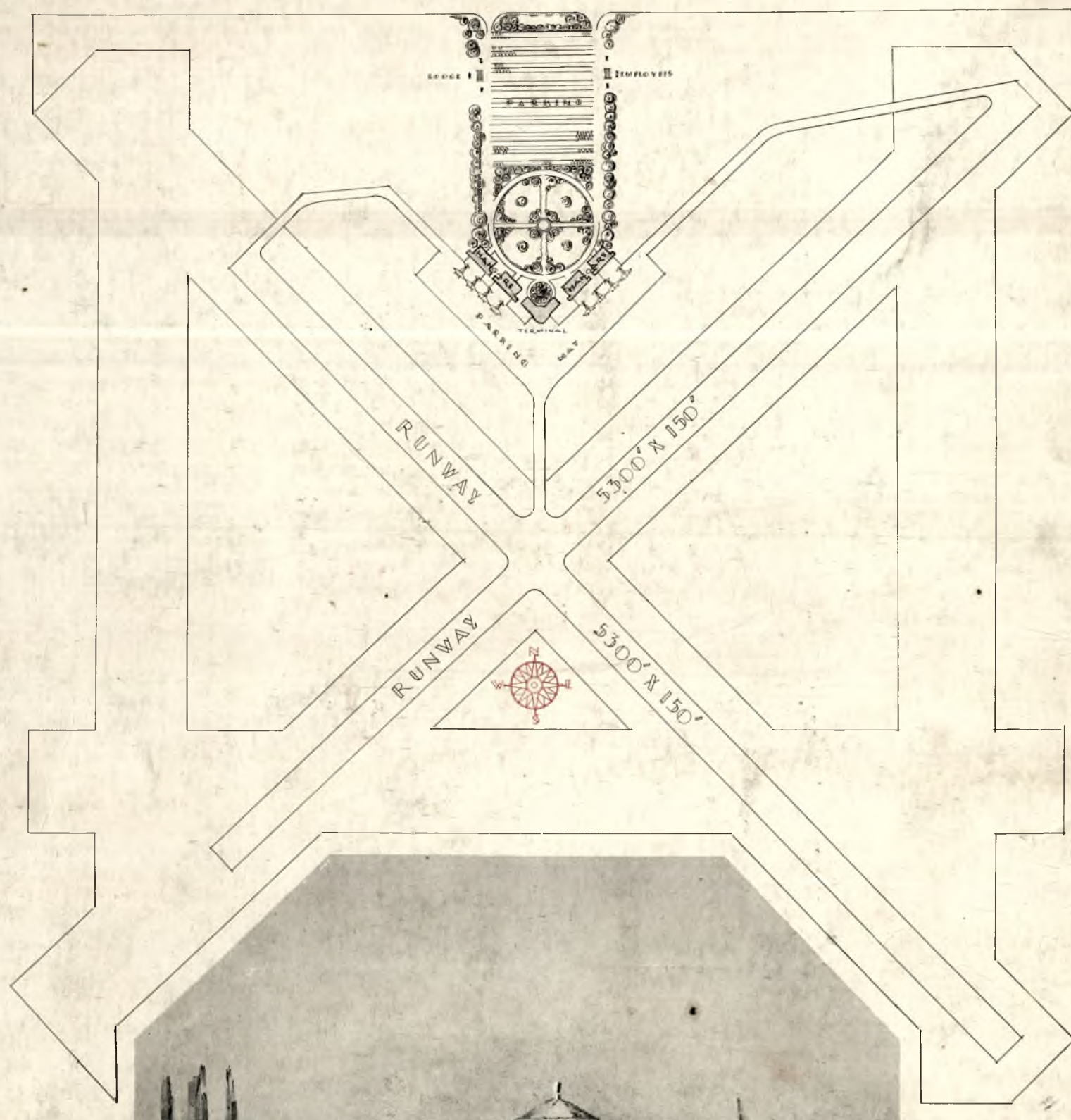
WABASH FIBRE BOX CO.



Dedication of Hulman Field will be officially marked by a special air mail cachet stamped on all outgoing airmail from Terre Haute on dedication day.

The cachet was originally sponsored and designed by Pearl York Gibson, secretary of the Terre Haute Chamber of Commerce. A majority of the States and several foreign countries are represented in the mail carrying the cachet.





PASSENGER TERMINAL

PROPOSED POST-WAR DEVELOPEMENT
OF THE TERRE HAUTE AIRPORT

Community Affairs File

HULMAN FIELD AIRPORT AUTHORITY

Airports (T.H.)

Vigo County Public Library

REFERENCE
DO NOT CIRCULATE

Annual Report

BRITT AIRLINES

Allegheny Commuter Carrier

Serving The Following Cities



CONTENTS:

PAGE

I.	Receipts and Disbursements	1
II.	Acquisition of Property	4
III.	Improvements and Repairs	6
IV.	General Character of the Work of the Board	10
V.	Schedule of Air Commerce	16
VI.	Utilization and Growth	17
VII.	Economic Impact	19
VIII.	Alleghney Commuter Operations	21
IX.	Unified 1977 Airport Work Program	23
X.	Hulman Field Airport Authority	25

HULMAN FIELD AIRPORT AUTHORITY

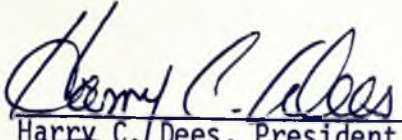
R. R. 31 BOX 27 HULMAN FIELD AIRPORT
TERRE HAUTE, INDIANA 47803

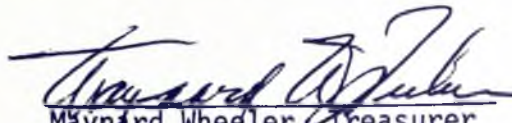
The Hulman Field Airport Authority presents this 1976 annual report to the citizens of Vigo County. The report is aimed at informing the citizens of Vigo County on the operations of their Airport during the past year.

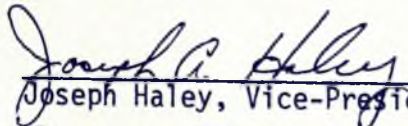
Hulman Field Airport has filled the air transportation needs of Vigo County since it was formally dedicated on November 29, 1953, and it continues to serve as a dynamic force for our community and the surrounding area. It is hoped that this report will not only inform, but also explain the vital important role of Aviation on the continued development of our area.

The Airport owes a special thanks to the Terre Haute City Council and to the Vigo County Council for making possible the 1976 Terminal Expansion/Renovation Project which put a new "Welcome" sign on the doorstep of our community.

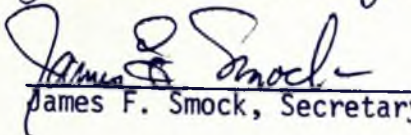
Board of Directors, Hulman Field Airport Authority


Harry C. Dees, President


Maynard Wheeler, Treasurer


Joseph Haley, Vice-President


Bruce Richardson, Member


James F. Smock, Secretary


James Diehl, Member

ANNUAL REPORT
HULMAN FIELD AIRPORT AUTHORITY
1976

The Board of Directors of the Hulman Field Airport Authority, Terre Haute, Indiana, submits this Annual Report for the year of 1976, including a statement of receipts and disbursements for said year, to the citizens of Vigo County.

I. RECEIPTS AND DISBURSEMENTS

REVENUE

Rents	<u>\$ 76,642.12</u>
Landing Fees	<u>6,097.00</u>
Fuel Royalties	<u>27,945.86</u>
I.A.N.G.	<u>22,986.36</u>
Miscellaneous Commissions from 1975 Balance carried forth	<u>2,373.19</u>
General Aviation and Aviation Surplus	<u>52,975.05</u>
Total Operating Revenue	<u>186,646.39</u>
Federal Aid to Airport	<u>115,786.33</u>
Aeronautics Commission of Indiana	<u>60,000.00</u>
Total Revenue	<u>362,432.72</u>

Aviation Commission of Indiana Additional Revenue Awarded but not on deposit	\$92,000.00
---	-------------

Federal Revenue Sharing

City Council	40,000.00
--------------	-----------

County Council	20,000.00
----------------	-----------

EXPENDITURES

Services Personal	\$ 60,735.05
-------------------	--------------

Services Contractual	30,869.94
----------------------	-----------

Supplies	11,850.63
----------	-----------

Materials	4,199.42
-----------	----------

Current Charges	27,305.25
-----------------	-----------

Total Operating Expense	134,690.29
-------------------------	------------

Capitol Expenditure	197,762.95
---------------------	------------

Total Expenditure	332,453.24
-------------------	------------

The Board of Directors of the Hulman Field Airport Authority adopted a policy of recovering revenue from the users of the Airport that is consistent with charges and levies made at other airports in the Nation. Adjunct to this, is the development of an expanded revenue base. These actions are significant in that revenue production on the Airport offsets the cost of the facility to the taxpayers.

Due to the dynamic increase in the utilization of the Airport, operating costs have risen commensurately. The age of the facility, built during 1952-1953, has also contributed significantly to rising operating costs in the areas of maintenance and repair.

II. ACQUISITION OF PROPERTY

Items of real and personal property acquired during 1976 were as follows:

1. New-Crash-Fire Rescue vehicle containing two-hundred fifty (250) gallons of "film forming" foam concentrate. When mixed, the foam concentrate and the water generate a vapor blanketing foam which is best known means of securing a fuel or oil fire. By spreading over the surface of the ignited fuel, it causes water and film to float on the fuels thereby eliminating oxygen and burnable vapors. The aqueous film forming foam (AFFF) remains on top of flammable fuels thus preventing any reflash or re-ignition of the fuel thereby greatly enhancing extinguishment and rescue operations. Presently it augments Indiana Air National Guard capabilities. Joint use agreements with both the City of Terre Haute Fire Department and Vigo County Fire Units will be entered into in 1977 providing additional fire fighting capabilities for Vigo County.

Total cost of the Crash-Fire-Rescue vehicle was Fifty-nine thousand Nine-hundred dollars (\$59,900.00) and was financed eighty-two percent (82%) by the Federal A.D.A.P. Trust Fund. This C.F.R. vehicle will enable Hulman Field Airport to meet category "A" C.F.R. index capabilities and will also enable the Airport to meet F.A.A. certification requirements.

In addition to its fire suppression capabilities, the new C.F.R. vehicle has on board devices to aid, if necessary in rescue and life saving at the scene of any incident.

2. A complete new panel system for the Air Traffic Control Tower was installed at the Airport. The total cost was in excess of One-hundred Twenty-thousand dollars (\$120,000.00) and was borne entirely by the Federal Aviation Administration. The system updates, renovates and replaces many communication and technical systems utilized in Air Traffic Control.
3. Many smaller items such as a water cooler and hand tools were also purchased during the year.

III. IMPROVEMENTS AND REPAIRS

Repairs and improvements of almost every nature were accomplished during 1976. Due to increased use by heavier aircraft and aging, the task of maintaining Vigo County's aviation facilities becomes much greater and more costly each year. Every effort has been made, during 1976, to operate and maintain Hulman Field in the best possible manner.

Age, now nearing twenty-five (25) years, and the constantly increasing loads are taking their toll and will make repairs and strengthening in the foreseeable future an annual activity. This situation exists at almost every major airport and most are in far greater need than Hulman Field. Necessary repairs, strengthening and certain additions should be made at the earliest possible time in order to preserve the fine facilities that now exist.

1. Runway 5/23, the Airports primary runway, is showing indications of deterioration on two-thousand (2,000) feet of its Southwest end, which was not overlayed during 1974. The runway and the affiliated taxiway have been patched and will be programmed for additional work in future years.
2. The corporate hangar ramp, which is of bituminous material, showed signs of deterioration on a one-hundred foot (100') section due to sub-

base settlement. The ramp was patched and will be evaluated again in 1977.

3. The access road to the hangar area as well as certain sections of the parking facilities, were patched with bituminous material during 1976. In order to prevent further deterioration of roadways and parking facilities, it will be necessary to seal them with an oil base sealant during 1977.
4. Both "pole" hangar doors received repairs in 1976; one due to wind damage and the other due to ground settlement. Both are now operational.
5. Runway 13/31 suffered prolonged lighting outages during 1976, requiring a prohibition against night aircraft operations on the runway. The twenty-four (24) year old cable was repaired where necessary and the system was restored to service, however, due to the age of the cable the lighting system has been programmed for replacement in 1977 with a new medium intensity system. Subject to the approval of the F.A.A. the cost of replacement will be ninety percent (90%) A.D.A.P. funds and ten percent (10%) Sponsor Funds.
6. The Standby Generator, which was not capable of carrying the electrical load of the Airports critical lighting systems, was replaced with a generator which has a greater generating capacity and which will be capable of assimilating the foreseeable increased electrical requirements placed

upon it. Due to the character of the system, which is a safety and emergency system, the F.A.A. participated in eighty-two percent (82%) of the total cost which was Eight-thousand Seven-hundred dollars (\$8,700.00).

7. In accordance with the Authority's contractual obligation with the F.A.A., the F.A.A. quarters on the second, third and fourth floor (A.T.C.) received a redecoration during 1976. Repainting along with patching of the plaster, tower window replacement and roof sealing were preformed.
8. The old Seelyville water system which still serves several hangars on the Airport was repaired in several locations during the year. Due to the age and deterioration of the system as well as a planned airport ramp addition, the system probably will be phased out in 1977.
9. Airport operating equipment, mowers, trucks, snow plows and utility vehicles required considerable maintenance and upkeep during 1976. A large proportion of the equipment is in need of replacement (the newest piece of equipment is a 1968 Oliver tractor). A multi-year equipment capital investment program has been planned in order to phase out the older equipment. The program calls for the annual acquisition of new equipment over a five (5) year period. Due to the unreliability of several of the snow plows, snow removal operations may be severely hampered during this winter.

10. Many and varied minor repairs and replacements, too numerous to mention, were also made during the year of 1976.

IV. GENERAL CHARACTER OF THE WORK OF THE BOARD

The Board of Directors of the Hulman Field Airport Authority has now completed six (6) months of directing Vigo County's aviation affairs since the formation of the Airport Authority on July 1, 1976. Much time has, as in the past, been devoted to regular meetings by the Board and its individual members.

The Board, during the year of this report, has made every effort to carry out its duties under the law, and to do so with the best interests of the total community uppermost in mind. The Board remains cognizant of the fact that sufficient funds, to do everything at once, are never available and therefore has made every endeavor to put first things first, placing special emphasis on safety.

The Board as a whole and its individual members have given freely of their time and have worked very closely with many other persons and agencies in an endeavor to keep abreast of the industry and make proper judgements. It is the Boards desire to keep pace with the industry and provide aviation facilities for the Vigo County community of which all can be proud.

A brief resume of the work of the Authority during 1976 follows:

1. Twenty (20) meetings were held by the Board during 1976. In addition to these meetings, many additional meetings also took place covering a myriad of subjects: pre-construction conferences, tenant/board conferences, press conferences and planning meetings to name a few.
2. A large portion of the Board's time, during 1976, was devoted to construction planning and construction, and to establishing the Airport Authority. Coordination between City and County governmental units, State units - the State Board of Tax Commissioners, the Aeronautics Commission of Indiana, the State Board of Accounts and the Federal Aviation Administration consumed a great proportion of the Board's and Staff's attention during the initial months subsequent to the formation of the Authority. New accounting systems and forms, procedures, title opinions and the adoption of new ordinances required for the formation of the Authority have been met.
3. Two (2) major construction projects, as well as planning on 1977 construction, were undertaken during the year and much time was consumed in planning, review of documents, receipt of bids, award of contracts and financing.

A. TERMINAL BUILDING

A substantial addition, which includes a new holding area/security corridor, one-thousand five-hundred (1,500) square feet of additional waiting/lobby area, energy saving solar bronze windows, three (3) electric doors to aid passenger movement into and out of the terminal and a complete renovation of the restroom facilities took place in 1976. This project represents the first significant alteration/repair/renovation to the terminal facility which has served Vigo County citizens well since its dedication on November 29, 1953. For the major revisions and face lifting to the interior of the air terminal, the Airport owes a vote of thanks to the members of the Terre Haute City Council, the Vigo County Council, the Aeronautics Commission of Indiana and to Britt Airlines for making possible this needed project. The total cost of this project was Ninety-thousand dollars (\$90,000.00).

The expansion/renovation filled the critical need for additional lobby area. Passenger service has increased dramatically since the introduction of the Allegheny Commuter Service in 1973 and it continues to show continued growth.

B. CRASH-FIRE-RESCUE BUILDING

A C.F.R. Building was completed just to the East of the terminal building to house the new C.F.R. vehicle. The building is a steel, two (2) bay structure. The facility is in an advantageous location which will decrease response time. C.F.R. Index "A" services are required for certain Charter/Air Carrier Operations. Having the capability to provide Index "A" services will assure us future consideration for additional air service.

The cost of the C.F.R. building was funded seventy-five percent (75%) by the A.D.A.P. Trust Fund, twelve and one-half percent ($12\frac{1}{2}\%$) by the A.C.I. and twelve and one-half percent ($12\frac{1}{2}\%$) by local funds.

4. An Airport Master Plan Study was placed under contract for Hulman Field by the firm of R.H. Burke, Inc., Park Ridge, Illinois. The firm has an extensive background in airport consulting and has completed similar studies for both Fort Wayne and Evansville Airports.

V. SCHEDULE OF AIR COMMERCE AT HULMAN FIELD AIRPORT

Flight operations at Hulman Field Airport during 1976 and for the previous two (2) years were as follows:

Airport Operations

	<u>1974</u>	<u>1975</u>	<u>1976</u>
Itinerant:			
Air Taxi.....	7,032.00	8,127.00	9,593.00
General Aviation.....	32,400.00	32,589.00	34,241.00
Military.....	4,535.00	6,097.00	4,910.00
Local:			
General Aviation.....	31,035.00	28,856.00	30,104.00
Military.....	2,512.00	3,704.00	3,391.00
Totals:	77,514.00	79,373.00	82,239.00

A three (3) year comparison of passengers and cargo transported to and from Hulman Field Airport by Allegheny Commuter Service follows:

	<u>1974</u>	<u>1975</u>	<u>1976</u>
Passengers.....	41,000.00	44,908.00	50,787.00
Freight & Express.....	749,218 lbs.	668,021 lbs.	446,595 lbs.

VI. UTILIZATION AND GROWTH

- A. 1976 saw a great deal of national personalities using the Airport Facilities. Both President Jimmy Carter and his wife, Roslynn campaigned at the Airport along with George Wallace and Senator Laxalt of Utah representing Ronald Reagan. The Secretaries of both HUD and Agriculture visited Terre Haute via the Airport. Entertainers, as diverse as Elvis Presley, Charlie Pride, the Electric Light Orchestra, and the rock band "Kiss" utilized the Airport Facilities. Numerous other groups such as the Arkansas State Football team also made use of the facilities at Hulman Field.
- B. Another trend developing at the Airport is its utilization by the Don Williams Travel Agency for charter excursions originating at Hulman Field. On September 17, 1976, a DC 8-62 carried one-hundred seventy-three (173) Terre Haute citizens on a charter excursion to Las Vegas, Nevada. Previously either Weir Cook Airport in Indianapolis, Indiana or Chicago's O'Hare Airport had been used for trips such as these. It is felt that by using Hulman Field that the cost can be reduced to the air traveler by savings in the areas of parking for which there is no charge at Hulman Field and in the additional expenses involved in traveling to Indianapolis or Chicago. An additional trip is planned in March of 1977 using a Boeing 707 Aircraft. The Terminal Expansion project will aid future charter trips in assuring additional handling capacity at the Airport.

C. Although not fully in accordance with the official Federal Aviation Administrations definition of a "Reliever Airport" as one operated for the purpose of relieving air traffic at a major HUB Airport, Hulman Field is acting in this capacity. During the ice storm in early 1976, which both O'Hare and Indianapolis Airport operations were hampered, Hulman Field was open and received a number of jets originally destined for Indianapolis. Also, during Indianapolis's recent extensive runway overlay project, Hulman Field received a DC 8-63. Further utilization of Hulman Field Airport of this type of traffic is expected to increase.

VII. ECONOMIC IMPACT

During 1976, a preliminary investigation of the economic impact of the Airport on the community was conducted. Although a more detailed and in-depth study is necessary, the initial investigation revealed some important data:

1. Over four-hundred (400) citizens are employed on a full-time basis at the Airport; Two-hundred and thirty (230) of these are full time Indiana Air National Guard employees, the remainder are employed on the civil side of the airfield in such diverse areas of employment as aircraft mechanics, ticket agents, pilots, waitresses, cooks, air traffic controllers, weather observers, certified flight instructors, navigational aids, repair specialists, secretaries, linemen, managers, aviation repair specialists, mechanics and custodial personnel. The existence of these aviation and aviation related career fields not only provides employment and additional dollars for our local economy but also enables our area youth access to aviation and aviation related employment.

2. The following local employers utilize Hulman Field Airport on a regular basis:

International Minerals and Chemicals Group, Incorporated

Hulman and Company

Princeton Mining Company

Hercules, Incorporated

General Telephone Company of Indiana

Columbia House, A Division of C.B.S., Incorporated
Goodrich Rubber Company
Pfizer, Incorporated
Magnavox Television Sales
J. I. Case and Company
The Aluminum Division of the Anaconda Company
Bemis Company, Incorporated
C. F. Industries, Incorporated
Midland Glass Company
Eli Lilly and Company
Ethyl Visqueen, A Division of Ethyl Corporation
The Pillsbury Company
Goodyear Tire and Rubber Company

Most of these corporations find it necessary to have air transportation facilities located in the community where their branch plants are located. It is beyond question that if Vigo County did not have the aviation facilities that it has, that it would receive much less consideration as a possible site for future expansion of existing industries or as a location site for additional industries. In a modern world where time is increasingly being considered as a critical commodity, it is necessary for communities to provide up-to-date facilities to match the need of reducing time requirements for both their citizens and industries.

VIII. ALLEGHNEY COMMUTER OPERATIONS (BRITT AIRLINES)

In 1973 the Civil Aeronautics Board (C.A.B.) granted a replacement service for Hulman Field Airport by allowing Alleghney Airlines the authority to replace its Convair Service with a Commuter Service using the Beech 99 Airliner. The replacement service has been successful beyond all expectations. Britt Airlines, the operator of Hulman Field's Commuter Service has increased the frequency of flights at the Airport to where we now have thirteen (13) daily flights. Seven (7) flights to Indianapolis International. This compares with only two (2) flights a day by the Convair Service in 1973.

The benefits of the Commuter Service are multi-faceted. A smaller aircraft can fly many more round trips daily and thereby significantly increase the frequency of arrivals and departures. This in turn provides the air traveller with a flight that will match his schedule.

A ruling by the C.A.B. provides that airlines can only charge a certain fair for the "total distance" traveled. This means that if a person is going to Boston from Indianapolis that the fare is Eighty-six dollars (\$86.00) while the fare from Terre Haute to Boston is only Ninety dollars (\$90.00) or just Four dollars (\$4.00) more. The passenger saves not only his driving expenses from Terre Haute to Indianapolis but also the parking charge at Indianapolis. Normally the fare for a flight from Terre Haute and ending in Indianapolis is Twenty-four dollars (\$24.00), but if one is going to a destination beyond, considerable

2. H & D F.B.O. HANGAR

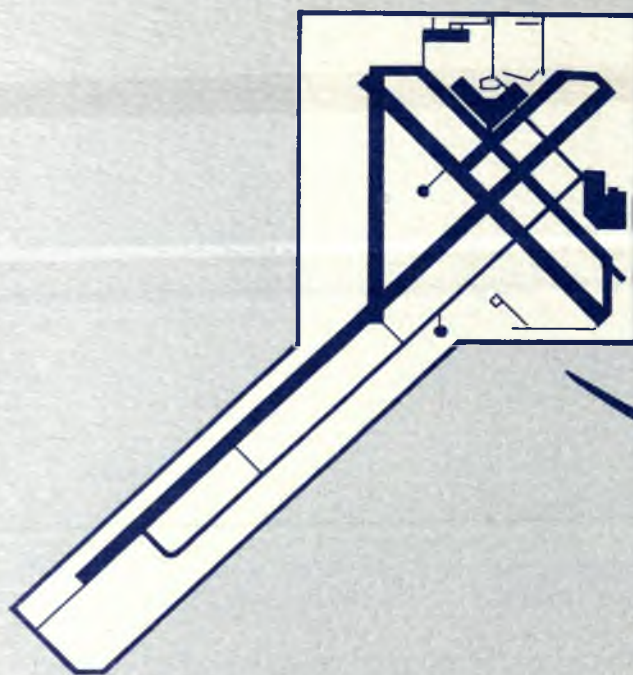
A one-hundred twenty foot by one-hundred twenty foot (120' x 120') hangar just to the East of the C.F.R. building is scheduled to be built by H & D Aviation for the purposes of a Fixed Base Operation. Financing will be entirely by H & D Aviation.

X. THE HULMAN FIELD AIRPORT AUTHORITY

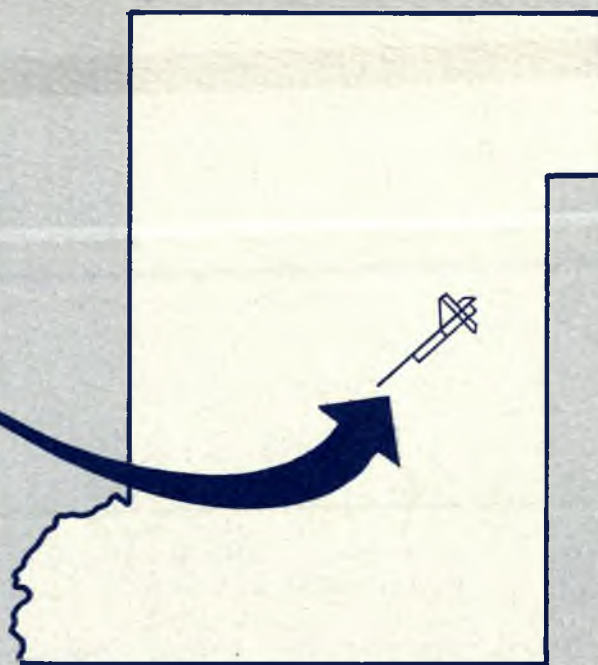
On July 1, 1976, the Hulman Field Airport Authority was formed by authorizing resolutions by both the City and County Councils. The Authority is incorporated under Public Law 304, Municipal Airport Authority Act of 1971 of the Indiana Legislature, a law designed to meet the needs of expanding airports.

The Airport is governed by a six (6) member Board of Directors. Three (3) members each are appointed by the Mayor of Terre Haute and the Vigo County Commissioners. No more than two (2) of the three (3) appointments can be of the same political persuasion and all are appointed for staggered terms. Each July 1st, two (2) terms each from the City and County appointments will be made. The members of the Board of Directors serve without pay or compensation.

The Airport Authority is charged with the responsibility of maintaining, operating and developing Hulman Field Airport consistent with the needs of area Air Transportation. It is hoped that by this form of government, the Airport will be able to meet Vigo County's aviation needs now and in the future.



Hulman Field



Vigo County



Indiana



United States

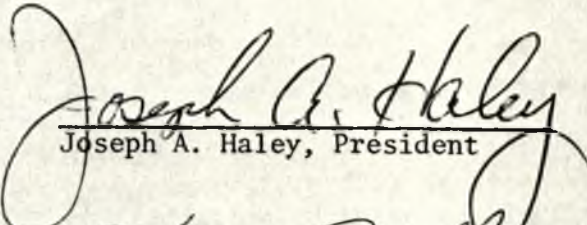
HULMAN FIELD AIRPORT AUTHORITY

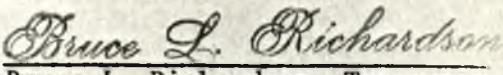
R. R. 31 BOX 27 HULMAN FIELD AIRPORT
TERRE HAUTE, INDIANA 47803

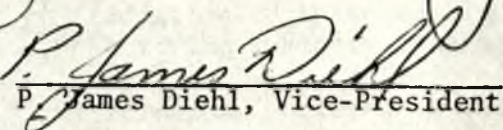
The Hulman Field Airport Authority presents this 1977 Annual Report to the citizens of Vigo County. The report is aimed at informing the citizens of Vigo County on the operations of their Airport during the past year.

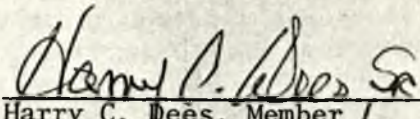
Hulman Field Airport has filled the air transportation needs of Vigo County since it was formally dedicated on November 29, 1953, and it continues to serve as a dynamic economic force for our community and the surrounding area. It is hoped that this report will not only inform, but also explain the vital role of Aviation on the continued development of our community.

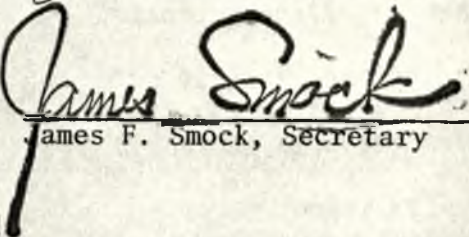
As in past years, the Airport owes special thanks to those many leaders and individuals in our community who have aided and assisted the Authority with accomplishing the goal of providing the best possible Aviation Facilities and Services for our citizens and visitors. Without them our accomplishments would be less and our task more difficult.

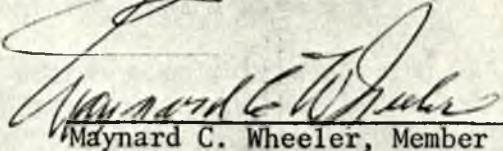

Joseph A. Haley, President


Bruce L. Richardson, Treasurer


P. James Diehl, Vice-President


Harry C. Dees, Member


James F. Smock, Secretary


Maynard C. Wheeler, Member

REFERENCE
DO NOT CIRCULATE

Vigo County Public Library

CONTENTS:

I.	General.....	1
II.	Finance.....	4
III.	Operations.....	7
IV.	Improvements and Repairs.....	15
V.	Other Accomplishments.....	20
	Appendix "A".....	24

I. INTRODUCTION

GENERAL CHARACTER OF THE WORK OF THE BOARD

The Board of Directors of the Hulman Field Airport Authority has now commenced close to two (2) years of directing Vigo County's aviation affairs since the formation of the Airport Authority on July 1, 1976. Much time has, as in the past, been devoted to regular meetings by the Board and its individual members.

The Board, during the year of this report, has made every effort to carry out its duties under the law, and to do so with the best interest of the total community uppermost in mind. The Board remains cognizant of the fact that sufficient funds, to do everything at once, are never available and therefore has made every endeavor to put first things first, placing special emphasis on safety.

The Board as a whole and its individual members have given freely of their time and have worked very closely with many other persons and agencies in an endeavor to keep abreast of the industry and make proper judgements. It is the Board's desire to keep pace with industry and provide aviation facilities for the Vigo County Community of which all can be proud.

Brief resume of the Work of the Authority during 1978 follows:

Twenty-five (25) meetings were held by the Board during 1977. In addition to these meetings many other meetings also took place covering subjects ranging from pre-construction conferences, conferences with the Federal Aviation Administration, tenant/board conferences, conferences with the Aeronautics Commission of Indiana, planning meetings, press conferences, to name a few.

The largest portion of the Board's time was devoted to the regular meetings of the Board which takes place on the first and third Wednesday of every month at 7:30 P.M. in the Airport Conference Room.

One major construction project, as well as planning 1978 development, were undertaken during the year. A great deal of time was consumed in planning, review of documents, receipts of bids, award of contracts and financing.

THE HULMAN FIELD AIRPORT AUTHORITY

On July 1, 1976, the Hulman Field Airport Authority was formed by authorizing resolutions by both the City and County Councils. The Authority is incorporated under Public Law 304, Municipal Airport Authority Act of 1971 of the Indiana Legislature, a law designed to meet the needs of expanding airports.

The Airport is governed by a six member Board of Directors. Three members each are appointed by the Mayor of Terre Haute and the Vigo County Commissioners. No more than two of the three appointments can be of the same political persuasion and all are appointed for staggered terms. Each July 1st, two terms each from the City and County appointment will be made. The members of the Board of Directors serve without pay or compensation.

The Airport Authority is charged with the responsibility of maintaining, operating and developing Hulman Field Airport consistent with the needs of area air transportation. It is hoped that by this form of government, the Airport will be able to meet Vigo County's aviation needs now and in the future.

THE BOARD OF DIRECTORS

Joseph A. Haley, President of the Hulman Field Airport Authority is the Secretary/Treasurer and Member of the Board of Directors of the Haley Brothers Construction Corporation. His other affiliations include Member of the Board of Directors of Superior Concrete Corporation, Vice-President of Jamax Corporation, Member of the Policy (Administrative) Committee for the Area Planning Department of Vigo County and the City of Terre Haute, and Member of the Board for the Planning Committee for the new Vigo County Jail. Mr. Haley is a life long resident of Vigo County, is married and has one child. Mr. Haley began serving on the Board of Directors for the Hulman Field Airport Authority on July 1, 1976.

P. James Diehl is a life long resident of Vigo County. His civic activities include William Penn Masonic Lodge, Scottish Rite, Safety Council of Supervisors of the Indiana Motor Truck Association; Committeeman for Otter Creek D and Member of the North Terre Haute Christian Church. A former member of the Vigo County Council, Mr. Diehl is married and has three children. Mr. Diehl began serving as a Director for the Hulman Field Airport Authority on July 1, 1976.

Mr. Bruce L. Richardson, Treasurer of the Hulman Field Airport Authority attended Indiana State University for Real Estate Sales and Management, received his Real Estate Salesmans License, and is currently employed as an Agent for State Farm Insurance Company. He has served in this capacity for the last twenty (20) years. Mr. Richardson has also completed the Dale Carnegie Course. He served in the United States Army Engineers for two (2) years during the Korean War. A member of the First Baptist Church of North Terre Haute, Masonic Lodge, Kermon Grotto and the Zorah Shrine, he began serving as a Director for the Hulman Field Airport Authority on July 1, 1976.

Mr. James F. Smock, Secretary of the Authority, holds a B. A. Degree in Teaching from Indiana State University (1962) and a Doctorate of Jurisprudence from Indiana University (1966). He is also Secretary for the Board of Works and Safety and City Attorney for the City of Terre Haute. He is a partner in the Law Firm of Smock and Smock. He began serving on the Board of Directors on July 1, 1976.

Mr. Harry C. Dees teaches Aerospace Education at Indiana State University. He possesses a B. S. Degree in Professional Flight and an M. S. Degree in Vocational Technical Education. He served with the United States Marine Corps during World War II, the Korea Conflict and Vietnam and retired as a Lieutenant Colonel after twenty-three (23) years of service. He was formerly associated with American Airlines (1945-1946) as a First Officer. He was airport manager of Hulman Field Airport from 1968-1972. He holds a commercial pilots license with instructor, single and multi-engine ratings. Mr. Dees began serving as a Director for the Hulman Field Airport Authority on July 1, 1976.

Mr. Maynard C. Wheeler is the retired President and Chief Executive Officer (1959-1966) and Chairman of the Board (1966-1968) for Commercial Solvents Corporation (International Minerals and Chemicals Group, Incorporated). Mr. Wheeler's civic involvements include Director of the Terre Haute Boys' Club, Member of the Board of Directors of Indiana State University Foundation, Chairman of the Board for the Wabash Valley Association, Director for the Terre Haute Tribune-Star, Member of the Board of Managers of Rose-Hulman Institute of Technology and Member of the Presidents Council for Purdue University. Mr. Wheeler holds a B. S. Degree in Chemical Engineering from Purdue University and has received Honorary Degrees from Purdue University (Dr. of Engineering) and Indiana State University (Dr. of Laws). Mr. Wheeler began serving as a member of the Board of Directors for the Hulman Field Airport Authority on July 1, 1976.

II. FINANCE

FINANCIAL STATEMENT

The following is an Income and Expense Statement of Hulman Field Airport Authority for the year ended December 31, 1977 (also attached as Exhibit "A" is the last State Board of Accounts Audit):

Income

Property Tax	\$211,223.37
T-Hangar Rental	17,741.90
Terminal Space Rental	31,266.93
Landing Fees	5,924.24
Fuel Royalties	28,246.08
Indiana Air National Guard	21,000.00
Sale of Grain	2,427.13
Manpower Reimbursement	1,723.12
Sale of Surplus Equipment	6,337.80
Refunds	2,144.53
Other	<u>1,617.20</u>

Total Income	\$329,652.30
--------------	--------------

Expense

Services Personal	\$ 96,283.40
Services Contractual	141,879.42
Supplies	26,891.70
Materials	6,540.01
Current Charges	24,819.25
Current Obligations	15,526.76
Properties	<u>9,007.79</u>

Total Expense	\$320,948.33
---------------	--------------

Excess of Income over Expense	\$ 8,703.97
-------------------------------	-------------

Assets

Cash Operating	\$ 219,357.80
Cash Project Funding	130,045.71
Petty Cash	100.00
Property and Plant	5,385,278.19
Project In Progress	<u>113,362.86</u>

Total Assets	\$5,588,053.14
--------------	----------------

Liabilities, Contributions and Surplus

Liabilities:

Social Security (withheld)	\$ 3,064.40
Public Employees Retirement (withheld)	536.90
Federal Tax (withheld)	2,548.40
State Tax (withheld)	341.94
Group Insurance (withheld)	22.71
Bonds Payable	305,000.00
Hangar Security Deposits	<u>1,500.00</u>

Total Liabilities	\$ 312,968.93
-------------------	---------------

<u>Contributions:</u>	\$4,981,676.09
-----------------------	----------------

Retained Savings	293,408.12
------------------	------------

Total Liabilities, Contributions and Surplus	\$5,588.053.14
--	----------------

General Aviation Account No. 17-732-5.

Make-up of Property and Plant

Land, Runways and Aprons	\$3,485,771.08
Buildings	704,582.45
Equipment - Lighting	268,000.42
Equipment - Fire Fighting	71,686.80
Equipment - Other	93,589.59
Furniture and Fixtures	13,556.61
Improvements	410,362.55
Sanitary Sewer System	32,234.45
Engineering and Legal Costs	299,745.24
Easements	<u>5,749.00</u>

Total Property and Plant \$5,385,278.19

Make-up of Contributions

Hulman Foundation	\$ 251,935.69
Thompson Hangar	18,808.19
Civil Aeronautics Commission	1,327,426.67
Federal Aid Grants	2,240,960.02
Terre Haute City (Bond Issue)	390,000.00
Terre Haute Cumulative Capital Improvements	384,000.00
Landscaping	1,075.57
Residence	469.95
Sale of Paul Cox Field	279,000.00
Terre Haute - Federal Revenue Sharing Trust	40,000.00
Vigo County - Federal Revenue Sharing Trust	<u>48,000.00</u>

Total Contributions \$4,981,676.09

III. OPERATIONS

SCHEDULE OF AIR COMMERCE AT HULMAN FIELD AIRPORT

Flight operation at Hulman Field Airport during 1977 and for the previous three (3) years were as follows:

Airport Operations

<u>Itinerant:</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>
Air Taxi	7,032	8,127	9,593	11,394
General Aviation	32,400	32,589	34,241	33,663
Military	4,535	6,097	4,910	4,889
Air Carriers	-	-	-	49

Local:

General Aviation	31,035	28,856	30,104	40,517
Military	2,512	3,704	3,391	3,492
Totals:	77,514	79,373	82,239	94,004

A three (3) year comparison of passengers and cargo transported to and from Hulman Field Airport by Allegheny Commuter Service follows:

	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>
Passengers	41,000	44,908	50,787	55,208
Freight & Express	749,218 lbs.	668,021 lbs.	446,595 lbs.	383,190 lbs.

AIRPORT OPERATIONS SUMMARY

The following comparison of traffic for CY 76 and CY 77 is submitted in accordance with your letter of November 30, 1977.

- a. Air Carrier: CY 1976 - 28; CY 1977 - 49. A 75% increase.
- b. Air Taxi: CY 1976 - 9,593; CY 1977 - 11,394. A 19% increase.
- c. General Aviation Itinerant: CY 1976 - 33,941; CY 1977 - 33,663. A .8% increase.
- d. Military Itinerant: CY 1976 - 4,910; CY 1977 - 4,889. A .4% increase.
- e. Total Itinerant: CY 1976 - 48,472; CY 1977 - 49,995. A .5% increase.
- f. General Aviation Local: CY 1976 - 30,104; CY 1977 - 40,517. A 34% increase.
- g. Military Local: CY 1976 - 3,391; CY 1977 3,492. A 3% increase.
- h. Total Local Operations: CY 1976 - 33,495; CY 1977 - 44,009. A 31% increase.
- i. Total Airport Operations: CY 1976 - 81,967; CY 1977 - 94,004. A 15% increase.

INSTRUMENT OPERATIONS SUMMARY

- a. Instrument Operations - Primary Airport: CY 1976 - 19,758; CY 1977 - 20,653. A 4% increase.
- b. Overflights: CY 1976 - 3,469; CY 1977 - 4,087. An 18% increase.
- c. Instrument Operations - Secondary Airports: CY 1976 - 5,349; CY 1977 - 6,195. A 16% increase.
- d. Total Instrument Operations: CY 1976 - 28,576; CY 1977 - 30,935. An 8% increase.

INSTRUMENT APPROACH SUMMARY - PRIMARY AIRPORT

- a. Air Carrier: CY 1976 - 0; CY 1977 - 5. A 500% increase.
- b. Air Taxi: CY 1976 - 435; CY 1977 - 657. A 51% increase.
- c. General Aviation: CY 1976 - 741; CY 1977 - 933. A 26% increase.
- d. Military: CY 1976 - 136; CY 1977 108. A 20% increase.
- e. Total Primary: CY 1976 - 1,312; CY 1977 - 1,703. A 30% increase.

ALLEGHENY COMMUTER OPERATIONS (BRITT AIRLINES)

The Allegheny Commuter Service continues to be successful beyond all expectations. Britt Airlines, the operator of Hulman Field's Commuter Service, increased the number and frequency of flights at the Airport in 1977. We now have ten (10) daily round trips to Indianapolis and nine (9) daily round trips to Chicago from Monday through Friday. The weekend frequency to Chicago is ten (10) and to Indianapolis is nine (9). This compares with only two (2) flights a day by the Convair Service in 1973. The capacity, frequency and utilization of air transportation has increased dramatically since 1973.

The benefits of the Commuter Service are multi-faceted. A smaller aircraft can fly many more round trips daily and thereby significantly increases the frequency of arrivals and departures. This in turn provides the air traveller with a flight that will match his schedule.

A ruling by the Civil Aeronautics Board provides that airlines can only charge a certain fare for the "total distance" traveled. This means that if a person is going to Boston from Indianapolis the fare is (\$92.00), while the fare from Terre Haute to Boston is only (\$96.00) or just four dollars (\$4.00) more.

Britt Airlines twice expanded its facilities at Hulman Field Airport in 1977, once by adding additional hangar space and another time by adding additional office space. We encourage and support the continued growth of Britt Airlines in the community.

Many people have asked the question "When will we receive service by larger aircraft?" This question is not easy to answer. Many different, and sometimes converging factors are relevant to the answer. Several Federal Government Regulatory Bodies (the Federal Aviation Administration and the Civil Aeronautics Board), Congress and its recent drive for deregulation of air commerce, the aircraft manufactures, to name only a few, all produce significant obstacles and/or assistance toward the goal of obtaining larger aircraft to serve the Terre Haute Air Market.

Needs for air transportation are at the present time being met, but they cannot continue to be met without service by larger aircraft.

Chicago's O'Hare Airport has reached its capacity insofar as its ability to handle more aircraft operations on its runways, taxiways and ramp. One must receive a prior booking to land at O'Hare. One cannot land any more scheduled aircraft at O'Hare.

As the present available seating is filled and ultimately reaches capacity the only alternative is to use larger aircraft with additional seating capacity for use on the Terre Haute/Chicago Air Market. The capacity can thereby be increased without losing our landing rights.

H & D AVIATION OPERATIONS

1977 marked H & D Aviation's first full year as the Fixed Base Operator at Hulman Field Airport. The year was one of constant growth and continued improvement, not only from a company standpoint but from a community service and airport development point of view as well.

Their business affiliations grew steadily and included: Shell Oil Company Aviation Products Dealership, Piper Aircraft Sales, as well as a contractual agreement with Indiana State University to provide flight instruction for the School of Aeronautical Technology. Additionally, the Maintenance Department and Air Carrier Service commenced full scale operation in 1977.

Transient traffic at the airport grew impressively during the year.

H & D's Piper Sales activities for the year were instrumental in attracting a dozen new aircraft to the airfield. As a result, hangars became much sought after and a waiting list for hangar space became effective in mid-year.

Beginning with the 1977-78 school year, H & D commenced flight training with Indiana State University. By year's end over seventy (70) ISU and thirty-five (35) outside students were active in the flight training program. The impact on local traffic was dramatic and will ultimately result in an additional 20,000 operations per year.

The Air Charter Service filled a long standing community need at Hulman Field. Two pilots and three aircraft were in operation by the end of the year with both twin and single-engine service available. A further step up to cabin-class aircraft is forecast for the next year.

Aircraft maintenance was re-established at the airfield during 1977. Federal Aviation Administration Inspections as well as routine and heavy maintenance were available by year's end and constituted quite an attraction for local as well as transient traffic.

H & D Aviation, Inc. had quite an effect on the local employment picture, as approximately fifteen (15) new jobs were created. Further economic growth will influence the community during the next year when construction is scheduled to begin on a Fixed Base Operator Facility: it will include a large hangar, corporate offices, parking lot, and a relocated and expanded fuel storage area.

H & D Aviation, Inc. has proven to be a service-oriented organization and was a major factor in the continued growth of the airport during 1977.

AIRPORT FARM

The Airport Land Mass encompasses nine-hundred twenty (920) acres. Of the nine-hundred twenty acres approximately four-hundred (400) acres can be put to useful crop production. The Federal Aviation Administration requires certain land adjoining the runways and taxiways be kept clear of crops and structures. These zones are known as "Clear Zones" and are planted in grass.

The four-hundred (400) acres that are permissible to use for crop production were planted in corn, milo, and soybean. The Airport Authority contracts with a farmer for the operation of the farm.

In 1977 the Authority had an Agricultural Survey of the Farm accomplished by an Agronomist from Purdue University. The report stated:

"1. The most obvious problem in the fields is the lack of uniformity in planting. There are many skips (places with no corn stalk) and then large numbers of stalks clumped together. Where there are clumps of corn there are no ears. This problem is eliminated by properly adjusted equipment, operated properly at planting time."

"2. Ear size is less than the ideal of .45 to .50 pounds per ear. This would indicate there is insufficient plant food (fertilizer) to support a stalk of corn and at the same time produce a good ear."

These points and other points which were analyzed prompted the Airport Authority to re-evaluate its Farm Policy. After reviewing the records for farm income from previous years, which indicated dismal returns, the Authority undertook a new Farm Contract which will guarantee over twenty-four thousand dollars (\$24,000.00) per year in income to the Authority. This amounts to over an eight-thousand dollar (\$8,000.00) per year increase from the previous year and over a twenty-thousand dollar (\$20,000.00) increase for some years. It is the duty of the Authority Board of Directors to operate the airport in a prudent and businesslike manner. This along with other actions the Board has taken will insure that the airport is paying its own way insofar as is possible.

TOWER CLOSURE

In September of 1977 the Authority was notified by the Federal Aviation Administration that a proposal was issued which would close the Federal Air Traffic Control Tower at Hulman Field. The proposal included seventy-three (73) control towers across the country.

The Authority was surprised that our Control Tower was included for several reasons:

1. the dramatic increase in air traffic at Hulman Field over the past two (2) years;
2. the utilization by the 181st Tactical Fighter Group of the Indiana Air National Guard of the airport;
3. the air traffic mix at Hulman Field which involves a very wide range of types of aircraft from the DC-8 and 707 airlines to small training aircraft; and
4. the stated need of the Control Tower by local Federal Aviation Administration employees.

The Authority attended a public hearing in Kansas City to articulate the critical need for the continued operation of the Control Tower and furnished written comments to the Federal Aviation Administration in Washington, D. C. concerning the matter.

Upon examining the criteria for the F.A.A.'s policy it was noted that numerous inherent faults in it existed. One fault, for instance, is that all of the Britt Airline operations were not counted as scheduled passenger movements.

A great deal of support for the Authority's position was received from all sectors of local government, local industry, and such groups as the Citizens Committee for Area Progress. We believe the support shown will be a critical factor in the F.A.A.'s final determination.

The Authority has not yet received official notification of the F.A.A.'s final determination but unofficial indications are that the Federal Aviation Administration will take no steps to close the Control Tower.

IV. IMPROVEMENTS AND REPAIRS

Improvements and Repairs of almost every kind were accomplished in 1977. Primarily due to aging, the task of maintaining Vigo County's aviation facilities becomes more costly every year. Every effort was made during 1977 to operate and maintain Hulman Field Airport in the best possible manner.

The following Improvements and Repairs were undertaken in 1977:

Improvements

1977-78 ADAP Project No. 8-18-0082-02

Construction is presently underway on a Federal Aviation Administration (FAA) Airport Development Aid Program (ADAP) Project for the following items:

A. Expansion of Concrete Apron and Construction of Connecting Taxiway

This item shall consist of expanding the existing apron by approximately 157,000 square feet, a distance of 685 feet to the east. This apron is of vital importance to the development of Hulman Field. A new fixed base operator's lease calls for the location of two (2) large hangars within approximately one (1) year, both to be located adjacent to the proposed apron. With the recent surge of activity, both from the general aviation aircraft and from the Allegheny Commuter planes presently serving Hulman Field, tiedowns and parking areas for itinerant and based aircraft have become a primary concern of the airport. Recognizing the existing influx of activity, the airport has already expanded its terminal facilities and is now needing to do likewise to its apron and ramp area. The proposed apron expansion will be utilized mainly for general aviation aircraft but shall need to have bearing capacities to support at least a Grumman Gulf Stream II or a Convair, the latter of which is tentatively being considered by Britt Airlines for charter operations.

B. Construction of New Access Road

The construction of the new apron shall eliminate an access road from the front of the terminal area to the apron thereby necessitating at least 650 feet of access road to connect the existing road to the road leading to the T-Hangars from U. S. 42.

C. Overlay of Existing Access Road

The access road which presently exists from State Road 42 down onto the T-Hangar area which then proceeds over to the terminal area will need to be overlayed due to the increased traffic which will be generated in this area.

D. Installation of Security Fence

The airport has in the past few years encountered an increasing number of inadvertent trespassers on the airport property in and around the apron, runways, and taxiways. In order to at least prevent inadvertent entry onto the apron area, the proposed project calls for the installation of forty-two (42) feet of high chain-link fence along the front of the apron with two (2) electrically operated slide gates.

E. Raising of Lights on Runway 5/23

The overlay of Runway 5/23 in 1975 necessitated raising the shoulders to conform with the F.A.A. standards for transitional shoulder slopes. After turfing of the raised shoulders, many of the existing runway lights were too low in relation to the runway edge and the shoulder grade. Most of the bases are completely covered. Raising these lights will restore them to their proper height and will prevent obscuration during snows.

F. Installation of Apron Lighting

The present ramp lighting consists of four (4) 1,000 watt glass encased flood lights mounted on the roof of the terminal building and focused on the ramp and operational area. This lighting is grossly inadequate and only a fraction of the entire ramp is illuminated at night. The existing tie down area and a large portion of the operational area remained unlighted. The proposed apron lighting will illuminate the entire existing apron as well as the proposed expansion. The proposed apron lighting will consist of twelve (12) 35 feet poles with four (4) 400 watt energy-saving high pressure sodium lamps on each. The addition of the apron lighting will provide not only an increased operational safety factor for the apron area but will also provide a much needed degree of security.

G. Installation of Taxiway Lighting

The proposed new connecting taxiway from the proposed apron expansion to the existing taxiway will need to be lighted as well as the existing taxiway where no lights presently exist. Medium intensity taxi-

way lights will be installed and connected to the existing lighting system.

H. Installation and Relocation of Taxiway Guidance Signs

Hulman Field Airport has a definite need for better and more informative guidance signs on the airport. Consultation between the Engineer, the Airport Authority, and the F.A.A. Control Tower Personnel yielded approximately twenty (20) locations on the field where either new guidance signs will be installed or existing guidance signs will be relocated or repainted.

I. Removal of Existing Tetrahedron and Installation of Twelve Foot Windcone with One-hundred Foot Segemented Circle

The Federal Aviation Administration's criteria for the usage of a tetrahedron to show wind direction has recently changed in that now a tetrahedron is to be used only to show which runways are active. In light of this new criteria, the airport has been directed by the F.A.A. Certification Inspectors to remove the tetrahedron. In its place a twelve foot lighted windcone with a one-hundred foot segmented circle will be installed.

Total cost of the A.D.A.P. Project will be \$750,000.00. Federal Aviation Administration funding in the amount of \$605,200.00 and Aeronautics Commission of Indiana funding of \$37,900.00 has been obtained for this project.

The project also requires the relocation of the 60' X 100' Thompson Hangar to a site adjacent to the proposed apron expansion. This work is being accomplished with the aid of \$20,000.00 from the A.C.I. with the remainder (\$43,000.00) to be financed by the Authority. This project is being undertaken in conjunction with the on-going A.D.A.P. Project. The Thompson Hangar, when relocated, will constitute the Authority's maintenance facility for all airport equipment and vehicles.

Repairs

Terminal Building Exterior Sealing and Parapet Repair

The exterior sealing and the parapet repair for the terminal building was completed in 1977 with financial assistance from Vigo County in the amount of \$28,000.00, which was granted to the Authority for the purpose of making needed repairs to the terminal building. All exterior stone and masonry was thoroughly cleaned before two (2) coats of an mineral oil based sealant (Hydrozo) was applied. This work did more than just improve the outside appearance of the terminal building; it imparted water repellancy (10 year warranty) to the exterior surfaces which will prevent any further damage from water penetration. As a result, the formation of efflorescence on both freeze-thaw cycles shall be practically eliminated. Portions of the parapet were replaced where its structural condition was no longer sound and where it presented a safety hazard. Total costs of these improvements was \$22,300.00. The remainder of the county funding provided for terminal building improvements will be applied toward the Control Tower Roof Heating and Air Conditioning Renovation scheduled for the Spring of 1978.

Terminal Building Front Window Replacement

The large front window at the entrance to the terminal building was replaced with a new framework and 1/4 inch solar bronze glass. The original framework had rotted and the large expanse of glass was no longer securely positioned. The new window was constructed to match the terminal expansion of 1976. Total cost for this work was \$7,600.00.

Terminal Building New Boiler Installation

The original boiler, installed when the terminal building was built, was removed and a new state-of-the-art boiler system was installed. At a total cost of \$38,000.00, a seven module 1.8 million BTU Hydrotherm boiler with gas-oil conversion was bid and constructed. With the inherent growth potention of the Hydrotherm boiler system, future expansion of the terminal building will not require extensive renovation or expansion of this system. Though presently operating on gas, the new boiler can be

operated (automatic switchover) on oil after storage tanks are installed. Thus, a flexible emergency back up power system is readily available. This boiler installation has not only solved existing heating problems; it has also taken into consideration the future requirements of the airport's growth and expansion.

Runway and Taxiway Repair

Extensive repair of the last 2,000 feet of Runway 23 and the parallel taxiway to Runway 5/23 and its connecting taxiways has been undertaken in order to maintain the load bearing capabilities of these pavement areas. The runway repairs entail cleaning and resealing all pavement joints, and removing all areas of pavement failure and replacing with concrete. Repair of the parallel and connecting taxiways entails removal of all areas of pavement failure and replacement or overlay with bituminous material. Estimated total cost for the work above is \$53,200.00. This work is being performed on a force account basis. The Authority will be reimbursed for this work by the Indiana Air National Guard as per the provisions in the new lease agreement. Runway 5/23 was overlayed its entire length in 1974 except for the last 2,000 feet of Runway 23 which portion is being addressed in this project.

Strengthening of the taxiways will be undertaken in the next two (2) to five (5) years, whenever the funding for such becomes available. In the meantime, the programmed maintenance/repair will sustain the existing pavement's structural integrity and usefulness.

V. OTHER ACCOMPLISHMENTS

PUBLIC SAFETY DEPARTMENT

In 1976 a Crash-Fire-Rescue Station was built just East of the Terminal Building. After the appropriate budgetary matters were accomplished a five (5) man Public Safety Department has been created.

The Public Safety Department has four (4) primary missions:

1. To provide Crash-Fire-Rescue Index "A" fire service for Hulman Field on a twenty-four (24) hour basis;
2. To provide security for the airport and its installations;
3. To supervise the parking facilities and provide aid to motorists; and
4. To supervise the ground support airfield activities.

It is estimated that during the Blizzard of 1978 that well over one-hundred (100) motorists received aid from the Public Safety Department in the form of jumper starts and towing.

The Department meets Federal Aviation Administration requirements for an airport fire service.

ACQUISITION OF PROPERTY

Items of real and personal property acquired during 1977 were as follows:

1. Unimog Snow Plow with Blade
2. 3M Secretary II Copying Machine
3. Two (2) Ford Pickups

The Board purchased what is known as a Unimog in 1977. This piece of machinery can be put to many uses; among those is a snow plow which it is presently used for.

The versatility of this piece of equipment is enormous. With the purchase of additional attachments it can be used for mowing, runway sweeping, a front end loader, and a backhoe. Plans for the future include the purchase of different attachments enabling the equipment to be put to use on a year-round basis and thereby reduce future equipment costs.

A Secretary II Copy Machine was also purchased in 1977. The machine is not limited to using special paper and should thereby reduce copying costs. It also can copy on both sides of the paper thereby creating additional savings.

Two (2) Ford Pickups were acquired in 1977. One has been delivered and one still awaits delivery.

The one pickup that has been delivered is a four (4) wheel drive. It is presently in use at the Public Safety Department and is used for daily runway and security checks. A tow chain and jumper cables have also been purchased for it enabling the Public Safety Officers to assist motorists. During the Blizzard it saw extensive use.

Many other small items such as hand tools were also purchased in 1977.

MASTER PLAN STUDY

An Airport Master Plan Study was placed under contract in 1976 with the firm of R. H. Burke, Inc. Park Ridge, Illinois. The firm has an extensive background in developing Airport Master Plans and has completed similar studies for both the Fort Wayne and Evansville Airports.

This basic section contemplates the necessary development of the airport in five (5), ten (10), fifteen (15) and twenty (20) year increments based upon the data of previous years of operations. Airspace analysis, an exploration of possible additional airline service, an airport layout plan to provide for the efficient utilization of airport property, an inventory of facilities and a forecast of needed facilities, along with a great deal of other topics will be examined.

The Federal Aviation Administration has requested numerous revisions in the project scope and the proposal has twice been re-submitted to the

Federal Aviation Administration. It is hoped that in 1978 the plan will be funded and work will commence on developing the plan.

The Master Plan Study is projected to cost in excess of one-hundred thousand dollars (\$100,000.00). The F.A.A., through the A.D.A.P. Trust Fund will fund ninety percent (90%) of the study and both the A.C.I. and the Airport's share will be five percent (5%) each.

ECONOMIC IMPACT

A preliminary investigation of the economic impact of the Airport on the community was conducted. A more detailed and in-depth study is necessary. The initial investigation revealed some important data:

1. Over four-hundred (400) citizens are employed on a full time basis at the airport; two-hundred thirty (230) are full time Indiana Air National Guard employees, the remainder are employed on the civil side of the airfield in such diverse areas of employment as aircraft mechanics, ticket agents, pilots, waitresses, cooks, air traffic controllers, weather observers, flight instructors, navigational aid repair specialists, secretaries, linemen, mechanics, clerks and custodial personnel. The existence of these aviation and aviation related career fields not only provides employment and additional dollars for our local economy but also enables our area youth access to aviation and aviation related employment.
2. The following business and corporations utilize Hulman Field Airport on a regular basis:

International Minerals and Chemicals Group, Incorporated
Hulman and Company
Cambridge Coal Company
Princeton Mining Company
Hercules, Incorporated
General Telephone Company of Indiana
Columbia House, A Division of C.B.S., Incorporated
Goodrich Rubber Company
Pfizer, Incorporated
Magnavox Television Sales
J. I. Case and Company
The Aluminum Division of the Anaconda Company
Bemis Company, Incorporated
Midland Glass Company
Eli Lilly and Company
Ethyl Visqueen, A Division of Ethyl Corporation
The Pillsbury Company
Goodyear Tire and Rubber Company

Most, if not all, of these businesses and corporations find it necessary to have air transportation facilities located in the community where their branch plants are located. It is beyond question that if Vigo County did not have the aviation facilities it does, that it would receive much less consideration, if any, as a possible site for future expansion of existing industries or as a location site for additional industries. In a modern world where time is increasingly being considered as a critical commodity, it is necessary for communities to provide up-to-date facilities to match the need of reducing time requirements for both their citizens and their industries. This will help insure the future growth, development and well being of our community.

APPENDIX "A"

STATE BOARD OF ACCOUNTS

FIELD EXAMINERS' REPORT

OF

EXAMINATION

OF

BOARD OF AVIATION COMMISSIONERS

HULMAN FIELD AIRPORT AUTHORITY

VIGO COUNTY

INDIANA

July 1, 1976 to December 31, 1976

STATE BOARD OF ACCOUNTS

Mr. Kenneth R. Beesley
State Examiner
Indianapolis, Indiana

Dear Sir:

Pursuant to your instruction, the following report is submitted covering examination of:

OFFICE EXAMINED: BOARD OF AVIATION COMMISSIONERS, HULMAN
FIELD AIRPORT AUTHORITY, VIGO COUNTY,
INDIANA

Period Examined: July 1, 1976 to December 31, 1976

Officers Examined:

<u>Name</u>	<u>Home Address</u>
Mr. Courtney L. Frobenius Superintendent	R.R. No. 31, Box 27 Terre Haute, Indiana 47803
Mr. Maynard Wheeler Treasurer	166 Allendale Place Terre Haute, Indiana 47802

Present Officers:

<u>Name</u>	<u>Office Address</u>
Mr. Courtney L. Frobenius Superintendent	R.R. No. 31, Box 27 Terre Haute, Indiana 47803
Mr. Bruce L. Richardson Treasurer	R.R. No. 31, Box 27 Terre Haute, Indiana 47803
Mr. Harry C. Dees President of the Board of Aviation Commissioners	R.R. No. 31, Box 27 Terre Haute, Indiana 47803

Copies of Report To: Aeronautics Commission of Indiana
801 State Office Building
Indianapolis, Indiana 46204

C. T. Hux
F. R. Dugger

Field Examiners

HULMAN FIELD AIRPORT AUTHORITY
STATEMENT OF REVENUE AND EXPENSE
July 1, 1976 to December 31, 1976

Operating Revenue

Hangar Rentals	\$ 10130.00
Terminal Space Rentals	19915.71
Indiana National Bank	15979.20
Gasoline Royalties	14126.46
Crops	15953.05
Landing Fees	6398.64
Restaurant Lease	1270.07
Other Revenue	<u>1315.18</u>
Total Operating Revenue	<u>85088.31</u>

Operating Expenses

Services Personal	30861.68
Contractual Services	24965.16
Supplies	5395.77
Materials	2514.33
Current Charges:	
Insurance	24589.78
Subscriptions and Dues	148.50
Current Obligations:	
Social Security	2727.20
Public Employees Retirement Fund	1681.00
Properties (Expendable)	<u>803.70</u>
Total Operating Expense	<u>93687.22</u>

Net Income (Loss) (8598.91)

HULMAN FIELD AIRPORT AUTHORITY
BALANCE SHEET
December 31, 1976

Assets

Current Assets

Cash - Operating	\$ 2634.04
Cash - Project Funding	34652.01
Petty Cash	<u>100.00</u>
Total Current Assets	<u>37386.05</u>

Fixed Assets

Land, Runways and Apron	3485771.08
Buildings	582434.57
Equipment - Lighting	268000.42
Equipment - Other	84836.04
Furniture and Fixtures	13556.61
Improvements	410362.55
Engineering Costs	281542.80
Sanitary Sewer System	32234.45
Equipment - Fire Fighting	71686.80
Easements	<u>5749.00</u>
Total Fixed Assets	<u>5236174.32</u>
Total Assets	<u><u>5273560.37</u></u>

Liabilities, Contributions and Retained Earnings

Accounts Payable

Social Security	\$ 1805.48
Public Employees Retirement Fund	633.16
Payroll Deductions	
Social Security	1805.57
Retirement (P.E.R.F.)	285.76
Federal Tax	3777.00
Indiana State Tax	617.06
Insurance	<u>59.24</u>
Total Liabilities	<u>8983.27</u>

Contributions

Hulman Foundation	\$ 251935.69
Thomas Hangar	18808.19
Civil Aeronautics	1302426.67
Federal Air Projects - Grants	2002083.92
City of Terre Haute - Bond Issue	740000.00
City of Terre Haute - Cumulative Capital Improvement Fund	384000.00
Landscaping	1075.57
Residence	469.95
Sale of Paul Cox Field - Vigo County School Corp.	<u>279000.00</u>
Total Contributions	<u>4979799.99</u>
Retained Earnings	<u>284777.11</u>
Total Liabilities, Contributions and Retained Earnings	<u><u>\$ 5273560.37</u></u>

HULMAN FIELD AIRPORT AUTHORITY
DEPOSITORY STATEMENT AND CASH RECONCILEMENT
December 31, 1976

Record Balance	\$		\$
Cash - Operating		2634.04	
Cash - Project Funding		34652.01	
Petty Cash		100.00	
Outstanding Checks		7691.67	
Balance, Terre Haute First National Bank, Terre Haute, Indiana 17-7232-5			44977.72
Cash in Office - Petty Cash			<u>100.00</u>
Proof	<u>\$</u>	<u>45077.72</u>	<u>\$</u> <u>45077.72</u>

SCHEDULE OF OUTSTANDING CHECKS
December 31, 1976

<u>Date</u>	<u>Number</u>	<u>Amount</u>
10- 8-76	213	\$ 43.90
11-15-76	278	100.00
12- 3-76	349	35.00
12- 6-76	352	35.79
12- 6-76	353	3.50
12-28-76	355	84.30
12-28-76	364	154.71
12-28-76	366	244.96
12-28-76	367	260.27
12-28-76	368	56.80
12-28-76	369	633.46
12-28-76	370	177.88
12-17-76	397	5776.80
12-21-76	399	<u>84.30</u>
Total Outstanding Checks		<u>\$ 7691.67</u>

HULMAN FIELD AIRPORT AUTHORITY
ANALYSIS OF RETAINED EARNINGS
July 1, 1976 to December 31, 1976

Balance, July 1, 1976	\$ 293376.02
Net Loss for the Period	<u>8598.91</u>
Balance, December 31, 1976	<u><u>\$ 284777.11</u></u>

SUMMARY OF CONSTRUCTION COSTS
(Construction and Equipment)
July 1, 1976 to December 31, 1976

<u>Project</u>	<u>7-1-76 to 12-31-76</u>
Resurfacing, Painting and Sodding Wabash Valley Asphalt Co., Inc.	\$ 145586.53
Electrical Lighting (Taxiways & Emergency System) A.A.A. Electrical Company	8700.00
Fire Rescue and Crash Building Major and Sons	23041.12
Fire Rescue and Crash Equipment Kingfish Fire Equipment Co.	<u>5776.80</u>
Total	<u><u>\$ 183104.45</u></u>
<u>Analysis of Payments</u>	
Project Funding Account	<u><u>\$ 183104.45</u></u>

SCHEDULE OF INCOMPLETE CONTRACTS
July 1, 1976 to December 31, 1976

<u>Project</u>	<u>Contracts and Change Orders</u>	<u>Paid</u>	<u>Total Payments</u>	<u>Balance 12-31-76</u>
Fire, Crash, & Rescue Building, General Con- tractor-Major & Sons Payments - 7/1/76 to 12/31/76	\$ 58456.00	\$ 23041.12	\$ 23041.12	\$ 35414.88
Air Terminal Expansion General Contractor - Garmon and Sons	86733.00			86733.00
R.W. Armstrong and Assoc., Inc.	<u>31000.00</u>	<u> </u>	<u> </u>	<u>31000.00</u>
Totals	<u>\$176189.00</u>	<u>\$23041.12</u>	<u>\$23041.12</u>	<u>\$153147.88</u>

SPECIAL REPORT

HULMAN FIELD AIRPORT AUTHORITY

The Hulman Field Airport Authority was established July 1, 1976 pursuant to IC 19-6-3-5-3. A set of rules were adopted and officers elected on that date. This is the first report of examination prepared and submitted for Hulman Field Airport Authority. All assets, liabilities and capital being transferred to the Authority from Board of Aviation Commissioners, City of Terre Haute, Vigo County, Indiana.

ACCUMULATED DEPRECIATION

Neither depreciation expense nor accumulated depreciation is recognized in the records. This is consistent with past practice.

RECORD INFORMATION

Forms and records prescribed or approved by the State Board of Accounts are being used.

Cash had not been reconciled to the depository balance. The proper official has been instructed to make this reconciliation monthly.

OFFICIAL BONDS

There was no official bond covering the Treasurer or Director for the period examined. Presently, the Director and Treasurer are covered by a Public Employees' Blanket Bond in the amount of \$25000.

CERTIFICATE

We certify that this report of the examination of the records and accounts of the within named office for the period shown is true and correct to the best of our knowledge and belief.

Signed: C. T. Hux

Signed: F. R. Dugger

Airports (T.H.)

1978

ANNUAL REPORT

HULMAN FIELD AIRPORT

TERRE HAUTE, VIGO COUNTY
INDIANA

Community Affairs File

REFERENCE
DO NOT CIRCULATE

Vigo County Public Library

HULMAN FIELD AIRPORT AUTHORITY 1979

Joseph A. Haley.....	President
Harry Dees.....	Vice President
James Smock.....	Secretary
Bruce Richarson.....	Treasurer
Maynard Wheeler.....	Member
Dr. Fred Draper.....	Member
Ian Johnston.....	Airport Director

HULMAN FIELD AIRPORT AUTHORITY

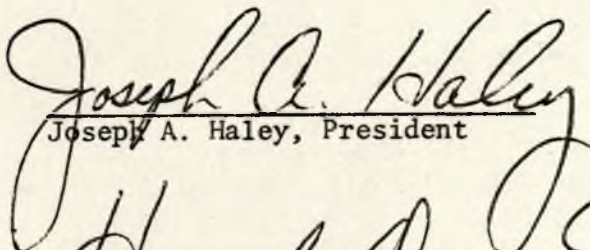
R. R. 31 BOX 27 HULMAN FIELD AIRPORT
TERRE HAUTE, INDIANA 47803

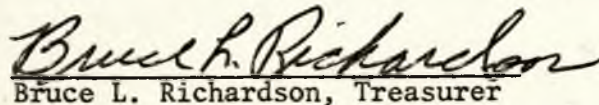
The Hulman Field Airport Authority presents this 1978 Annual Report to the citizens of Vigo County. The purpose of this report is to inform the Vigo County Citizens of the growth, achievements, and operations taking place at their airport.

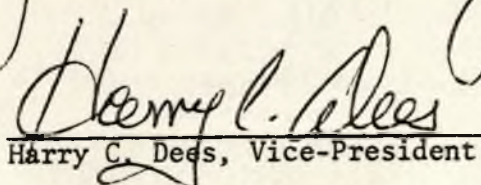
Last year (1978) was a record year at Hulman Field. Total airport operations were 110,298, a 20% increase over 1977; passengers enplaned and deplaned by Britt Airlines totalled 60,773, an 11% increase over 1977. Hulman Field has shown continued growth since its formal dedication on October 3, 1944. In addition to meeting the air transportation needs of the community, the economic impact of this growth is felt by both Vigo County and the surrounding counties in Indiana and Illinois.

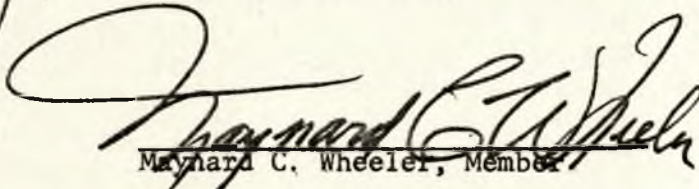
Once again, the airport owes special thanks to those many leaders and individuals in our community who have aided and assisted the Authority in accomplishing the common goal of providing the best possible air transportation facilities for the community.

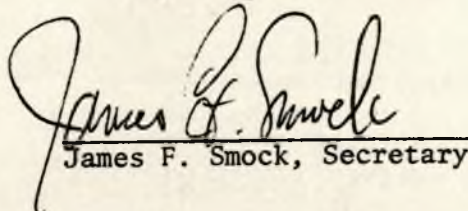
The Airport Authority Board Members, staff, and employees are proud to present the 1978 Annual Report. We believe you will find this report informative, and we invite your comments.


Joseph A. Haley, President


Bruce L. Richardson, Treasurer


Harry C. Dees, Vice-President


Maynard C. Wheeler, Member


James F. Smock, Secretary

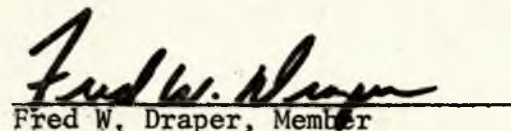

Fred W. Draper, Member

TABLE OF CONTENTS

I.	INTRODUCTION.....	1
II.	THE BOARD OF DIRECTORS.....	3
III.	FINANCE.....	5
IV.	OPERATIONS.....	9
V.	IMPROVEMENTS AND REPAIRS.....	14
VI.	ACQUISITION OF PROPERTY.....	18
VII.	ECONOMIC IMPACT.....	19

The Board held twenty-two regular meetings during 1978. In addition to these meetings, many additional meetings and committee meetings were held. These meetings covered subjects ranging from pre-construction conferences, conferences with Federal Aviation Administration and Aeronautics Commission of Indiana Officials, lease agreement conferences, planning conferences, press conferences and many others.

Most of the Board's time was devoted to the regular meetings of the Hulman Field Airport Authority which takes place on the first and third Wednesday of every month at 7:30 p.m. in the Airport Conference Room.

A major Airport Development Aid Project (A.D.A.P. -02) was completed in 1978 and work was started on another such project (A.D.A.P. -03). Planning was initiated for many 1979 projects including an A.D.A.P. -04 Project. A great deal of time was spent on planning, review of documents, receipt of bids, award of contracts, and financing.

Mr. David L. Richardson, Treasurer of the Hulman Field Airport Authority, attended Indiana State University for four years before and afterwards, received his Bachelor's Degree in Business Administration from the University of Indiana at Fort Wayne. He is currently employed as the Agent for the Hulman Field Airport Authority. He has served in this capacity for the last twenty (20) years. Mr. Richardson was also employed by the Hulman Field Airport Authority as the Chief Engineer and later as the Chief of the Airport Engineering Department. He served in the United States Army during World War II. A member of the First Methodist Church of Fort Wayne, Indiana, he is also a member of the Fort Wayne Rotary Club and the Fort Wayne Chamber of Commerce. He was elected as a director for the Hulman Field Airport Authority on July 1, 1978.

Mr. James F. Black, Secretary of the Authority, holds a B.S. degree in Teaching from Indiana State University (1961) and a Master's of Science degree from Indiana University (1964). He is also Secretary for the Board of Works and Safety, and City Attorney for the City of Fort Wayne. He is a partner in the law firm of Black and Smith. He began serving on the Board of Directors on July 1, 1978.

Mr. Henry G. Lee, Jr., is the Coordinator for the Cooperative Educational Training Program at Indiana State University. A former member of the American Association of University Professors, Mr. Lee holds a B.S. degree in Professional Writing and a M.A. degree in Vocational Technical Education. He served with the United States Marine Corps during World War II. He is a member of the Fort Wayne Rotary Club and the Fort Wayne Chamber of Commerce. He was elected as a director for the Hulman Field Airport Authority on July 1, 1978.

II. THE BOARD OF DIRECTORS

Joseph A. Haley, President of the Hulman Field Airport Authority, is Secretary/Treasurer of the Board of Directors of the Haley Brothers Construction Corporation. His other affiliations include Member of the Board of Directors of Superior Concrete Corporation, Vice-President of Jamax Corporation, Member of the Policy (Administrative) Committee for the Area Planning Department of Vigo County and the City of Terre Haute. Mr. Haley is a life long resident of Vigo County, is married, and has two children. Mr. Haley began serving as a Director for the Hulman Field Airport Authority on July 1, 1976.

P. James Diehl, Vice-President of the Hulman Field Airport Authority, is a life long resident of Vigo County. His civic activities include William Penn Masonic Lodge, Scottish Rite, Precinct Committeeman for Otter Creek D, and member of the North Terre Haute Christian Church. A former member of the Vigo County Council, Mr. Diehl is married and has three children. Mr. Diehl began serving as a Director for the Hulman Field Airport Authority on July 1, 1976. Mr. Diehl was elected to the office of Vigo County Assessor in November, 1978 and as such resigned his position on the Board of Directors of the Hulman Field Airport Authority effective January 1, 1979.

Mr. Bruce L. Richardson, Treasurer of the Hulman Field Airport Authority, attended Indiana State University for Real Estate Sales and Management, received his Real Estate Salesman's License, and is currently employed as an Agent for State Farm Insurance Company. He has served in this capacity for the last twenty (20) years. Mr. Richardson has also completed the Dale Carnegie Course. He served in the United States Army Engineers for two (2) years during the Korean War. A Member of the First Baptist Church of North Terre Haute, Masonic Lodge, Kermon Grotto and the Zorah Shrine, he began serving as a Director for the Hulman Field Airport Authority on July 1, 1976.

Mr. James F. Smock, Secretary of the Authority, holds a B.A. Degree in Teaching from Indiana State University (1962) and a Doctorate of Jurisprudence from Indiana University (1966). He is also Secretary for the Board of Works and Safety, and City Attorney for the City of Terre Haute. He is a partner in the Law Firm of Smock and Smock. He began serving on the Board of Directors on July 1, 1976.

Mr. Harry C. Dees, is the coordinator for the Cooperative Professional Practice Program at Indiana State University. A former instructor of Aerospace Education at Indiana State University, Mr. Dees holds a B.S. Degree in Professional Flight and a M.S. Degree in Vocational Technical Education. He served with the United States Marine Corps during World War II, the Korean Conflict, and the Vietnam War, and retired as a Lieutenant Colonel after twenty-three (23) years of service. He was formerly associated with

American Airlines (1945-1946) as a First Officer. He was airport manager of Hulman Field Airport from 1968-1972. He holds a Commercial Pilot's License with Instructor, Instrument, Single, and Multi-Engine Ratings. Mr. Dees began serving as a Director for the Hulman Field Airport Authority on July 1, 1976.

Mr. Maynard C. Wheeler is the retired President and Chief Executive Officer (1959-1968) for Commercial Solvents Corporation (International Minerals and Chemicals Group, Incorporated). Mr. Wheeler's civic involvements include Director of the Terre Haute Boy's Club, Member of the Board of Directors of Indiana State University Foundation, Director of the Wabash Valley Association, Director of the Terre Haute Tribune-Star, Vice-Chairman of the Board of Managers of Rose-Hulman Institute of Technology, Director of Goodwill Industries, Director of Agfirm Corporation of Indianapolis, Director of Drial Corporation of Attica, Indiana, and Member of the President's Council for Purdue University, and has received Honorary Degrees from Purdue University (Dr. of Engineering) and Indiana State University (Dr. of Laws). Mr. Wheeler began serving as a Director for the Hulman Field Airport Authority on July 1, 1976.

III. FINANCE

FINANCIAL STATEMENT

The following is an Income and Expense Statement of Hulman Field Airport Authority for the year ended December 31, 1978 (audit performed by Sackrider, Holler and Trummel, Inc., 1925 Wabash Avenue, Terre Haute, Indiana.)

Assets

Cash Operating	\$ 47,456.56
Cash Project Funding	96,277.91
Petty Cash	350.00
Property and Plant	5,444,692.10
Projects in Progress	796,799.98
Bond Redemption - Property Tax Receivable	31,892.17
Property Tax Receivable	15,087.14
Due from Bond Redemption Fund	83,605.00
Accounts Receivable	18,015.52
Accounts Receivable (Other)	<u>53,107.46</u>
Total Assets	\$6,587,283.84

Liabilities, Contributions and Surplus

Social Security (withheld)	\$ 5,086.44
Public Employees Retirement Fund (withheld)	667.45
Federal Tax (withheld)	848.60
State Tax (withheld)	163.19
Group Insurance (withheld)	37.54
Bonds Payable	260,000.00
Hangar Security Deposits	1,600.00
Accounts Payable (Funding Project)	122,541.43
Accounts Payable	7,493.50
Due General Fund	83,605.00
Installment Contract	<u>27,683.13</u>
Total Liabilities	\$ 509,726.28

Contributions \$5,523,681.92

Retained Savings 553,875.64

Total Liabilities, Contributions and Surplus \$6,587,283.84

Income

Property Tax	\$ 408,488.60
T-Hangar Rental	20,350.00
Terminal Space Rental	57,298.37
Landing Fees	8,128.82
Fuel Royalties	32,892.91
Indiana Air National Guard	26,250.00
Sale of Grain	33,013.35
Sale of Surplus Equipment	25.00
Refunds	1,197.73
Other	<u>5,561.36</u>
Total Income	593,206.14

Expense

Services Personal	\$ 127,944.46
Services Contractual	121,335.04
Supplies	30,944.58
Materials	6,831.83
Current Charges	32,316.25
Current Obligations	<u>29,468.90</u>
Total Expenses	348,841.06

Excess of Income over Expense	\$ 244,365.08
-------------------------------	---------------

Note 1: Revenue and expenses are reflected on the accrual basis as of December 31, 1978. Certain items of revenue and expenses included in the above amounts are applicable to the year ended December 31, 1977.

Make-up of Property and Plant

Land	\$ 152,872.50
Runways and Aprons	3,692,616.79
Buildings	730,694.10
Equipment - Lighting	295,863.11
Equipment - Fire Fighting	71,686.80
Equipment - Other	141,441.16
Furniture and Fixtures	22,055.09
Improvements	<u>337,462.55</u>
	\$ 5,444,692.10

Note 2: Property and equipment is reflected at cost. Depreciation has not been recorded.

Make-up of Contributions

Hulman Foundation	\$ 251,935.69
Thompson Hangar	18,808.19
Civil Aeronautics Commission	1,385,358.55
Federal Aid Grants	2,626,001.93
Terre Haute City (Bond Issue)	390,000.00
Terre Haute Cumulative Capital Improvements	384,000.00
Landscaping	1,075.57
Residence	469.95
Sale of Paul Cox Field	279,000.00
Terre Haute Federal Revenue Sharing Trust	40,000.00
Vigo County Federal Revenue Sharing Trust	48,000.00
Other Grants	<u>99,032.04</u>
Total Contributions	\$ 5,523,681.92

Balance Sheet

December 30, 1978

Assets

Unrestricted Current Assets:

Cash	\$ 47,806.56
Accounts Receivable	33,102.66
Amounts due from Bond Redemption	83,605.00
	<u>164,514.22</u>

Restricted Project Fund Assets:

Cash	96,277.91
Accounts Receivable	53,107.46
	<u>149,385.37</u>

Property and Equipment

Buildings, runways and improvements	5,291,819.60
Land	152,872.50
Construction in Progress	796,799.98
	<u>6,241,492.08</u>

Bond Redemption Fund Assets

Property Tax Receivable	31,892.17
	<u>\$ 6,587,283.84</u>

Liabilities and Net Worth

Unrestricted Current Liabilities:

Accounts payable	\$ 43,579.85
------------------	--------------

Restricted Project Fund Liabilities:

Accounts payable	122,541.43
------------------	------------

Bond Redemption Fund Liabilities:

Due to General Fund	83,605.00
---------------------	-----------

Long-term indebtedness:

Airport Improvement bonds payable	260,000.00
-----------------------------------	------------

Net Worth:

Contributions in aid of construction	5,523,681.92
Retained Revenues	<u>553,875.64</u>

\$ 6,077,557.56

\$ 6,587,283.84

IV. OPERATIONS

Flight operations at Hulman Field Airport during 1978 and for the previous three (3) years were as follows:

AIRPORT OPERATIONS

<u>Itinerant</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>
Air Taxi	8,127	9,593	11,394	12,472
General Aviation	32,589	33,941	33,663	38,236
Military	6,297	4,910	4,889	4,315
Air Carriers	24	28	49	44

Local

General Aviation	28,856	30,104	40,517	52,181
Military	3,614	3,391	3,492	3,050
<u>Totals:</u>	79,507	81,967	94,004	110,298

AIRPORT OPERATIONS SUMMARY

Following is a comparison of airport traffic for calender years 1977 and 1978:

<u>Operations</u>	<u>1977</u>	<u>1978</u>	<u>+ increase/decrease</u>
Itinerant Air Carrier	49	44	-10.2%
Itinerant Air Taxi	11,394	12,472	+ 9.5%
Itinerant General Aviation	33,663	38,236	+13.6%
Itinerant Military	4,889	4,315	-11.7%

Total Itinerant	49,995	55,067	+10.1%
Local General Aviation	40,517	52,181	+28.8%
Local Military	3,492	3,050	-12.7%
Total Local	44,009	55,231	+25.5%
Total Airport Operations	94,004	110,298	+17.3%

INSTRUMENT OPERATIONS SUMMARY

<u>Operations</u>	<u>1977</u>	<u>1978</u>	<u>+ increase/decrease</u>
At Primary Airport	20,653	22,738	+10.1%
At Secondary Airport	6,153	6,076	-1.3%
Overflight	4,087	4,016	+1.7%
Total Instrument Operations	30,935	32,830	+6.1%

INSTRUMENT APPROACH SUMMARY - PRIMARY AIRPORT

<u>Operations</u>	<u>1977</u>	<u>1978</u>	<u>+ increase/decrease</u>
Air Carrier	5	4	-20%
Air Taxi	657	910	+38.5%
Military	108	122	+13.0%
General Aviation	933	1,121	+20.2%
Total	1,703	2,157	+26.7%

ALLEGHENY COMMUTER OPERATIONS (BRITT AIRLINES)

The Allegheny Commuter Service has shown continued growth and expansion in calendar year 1978. Britt Airlines, the Hulman Field based Allegheny Commuter, provides service to both Indianapolis and Chicago. There are nine (9) round trips per day to both Indianapolis and Chicago from Monday to Friday. The weekend frequency to and from Indianapolis is nine (9) flights, and to and from Chicago eleven (11) flights.

A comparison of passengers and cargo transported to and from Hulman Field Airport by Allegheny Commuter Service follows:

<u>year</u>	<u>passengers</u>	<u>% increase/decrease</u>	<u>cargo (lbs.)</u>	<u>% increase/decrease</u>
1973*	20,681		679,787	
1974	40,637		864,404	
1975	44,908	+10.5%	686,835	-20.5%
1976	50,787	+13.1%	451,291	-34.3%
1977	55,208	+ 8.7%	383,190	-15.1%
1978	60,773	+10.1%	474,499	+23.8%

*Britt Airlines started service in Terre Haute on June 1, 1973. Prior to this date, service was provided by Allegheny Airlines.

The data shown above shows that passenger traffic is increasing at an average of 10.6% per year. Because of these increasing load factors Britt Airlines purchased their first Swearingen Metroliner aircraft in early Fall, 1978 with more to be delivered in 1979. The Metroliner can carry nineteen (19) passengers as opposed to the fifteen (15) passengers carried by the Beech 99 aircraft, of which the rest of the Britt Airlines Fleet is comprised. This upgrading in aircraft size indicates that larger aircraft will be seen by the Terre Haute Community as the demand increases.

It can also be noted from the above data that cargo loads had been steadily declining. This can be attributed to the rapidly waning air mail and air express freight carried by Britt Airlines. The air mail stopped completely in November, 1975 when the United States Postal Service re-routed the air mail to Indianapolis by truck. December 1975 saw the bankruptcy of air express, and the subsequent loss of this freight. Despite these losses Britt Airlines is now showing an upswing in air freight carried by their aircraft with a 23.8% increase in freight in calendar year 1978.

Britt Airlines is continuing to grow with the needs of the community; and 1979 is expected to be another year of growth, with both increased load factors and more of the larger aircraft.

H & D AVIATION, INC. OPERATIONS

H & D Aviation completed its second year of unprecedented growth as the Airport's Fixed Base Operator. During the year preliminary approval of an Economic Development Bond Issuance was received for construction of the F.B.O. Hangar and Office Complex. Funds were also allocated for relocation of the aviation fuel farm and construction of parking facilities for F.B.O. customers. Actual site preparation began in the Fall and the foundation was completed before year's end. Completion is tentatively scheduled for Summer of 1979.

Their business affiliations continued as in 1977: Piper Aircraft Sales, Shell Oil Company Aviation Products, and a flight training contract with the School of Aerospace Technology, Indiana State University.

The Maintenance Department continued its expansion as additional aircraft owners began bringing their planes back to Hulman Field for service. Another Airframe and Powerplant Technician was added and all personnel received factory training from the Piper Aircraft Corporation. H & D's expertise in this area is of utmost importance as a service to disabled transient aircraft and does much to create goodwill for the airport on a national basis.

Aircraft Sales continued at a brisk rate and parking became a major problem until the new general aviation ramp was completed. A considerable waiting list remains in effect for hangar space and new T-hangars became a priority item if continued airport growth is to be realized.

Flight training activity grew impressively during the year and the overall traffic rate increased to the point that Airport Surveillance Radar for Hulman Field became more of a necessity. At times during the year traffic became so heavy that additional runways for touch and go traffic would have been of great benefit.

H & D's Air Taxi Service continued to meet a growing community need for specialized passenger and freight operations. Four twin-engine and six single-engine aircraft were in regular use, an increase of 200%. The need for such service was never highlighted more dramatically than during I.S.U.'s 1978-79 basketball season, when many fans were able to follow the Sycamores to a number of difficult-to-reach, small cities.

Local employment received a needed boost as H & D created approximately ten new jobs for local residents; ranging from maintenance personnel to flight instructors.

H & D Aviation continues to improve and expand their many services to the local community. Their growth has been a major factor in the unprecedented growth of the airport over the past few years.

V. IMPROVEMENTS AND REPAIRS

Many improvements and repairs were accomplished during 1978. Among these was a major Airport Development Aid Project (A.D.A.P. -02) which was accomplished to meet the ever increasing demands of a growing air transportation facility for the Vigo County area.

The following improvements and repairs were undertaken in 1978:

A.D.A.P. Project No. 6-18-0082-02

The following items were completed on a Federal Aviation Administration Airport Development Aid Project:

A. Expansion of Concrete Apron and Construction of Connecting Taxiway

This item consisted of expanding the existing apron by approximately 157,000 square feet, a distance of 685 feet to the East. This apron is of vital importance to the development of Hulman Field. The Fixed Base Operator's Lease calls for the location of a large hangar within approximately one year to be located adjacent to the proposed apron. With the recent surge of activity, both from the general aviation aircraft and from the Allegheny Commuter planes presently serving Hulman Field, tie-downs and parking areas for itinerant and based aircraft have become a primary concern of the airport. Recognizing the existing influx of activity, the airport has already expanded its terminal facilities and is now needing to do likewise to its apron and ramp area. The proposed apron expansion will be utilized mainly for general aviation aircraft but shall need to have a bearing capacity capable of supporting large air carrier type aircraft.

B. Construction of New Access Road

The construction of the new apron eliminated an access road from the front of the terminal area to the apron thereby necessitating at least 650 feet of access road to connect the existing road to the road leading to the T-hangars from U. S. 42.

C. Overlay of Existing Access Road

The access road which exists from State Road 42 to the T-hangar area was overlayed because of the increased traffic generated in this area.

D. Installation of Security Fence

The airport has in the past few years encountered an increasing number of inadvertent trespassers on the airport property in and around the apron, runways, and taxiways. In order to at least prevent inadvertent entry onto the apron area, forty-two (42) feet of high chain-link fence along the front of the apron with two (2) electrically operated slide gates was installed.

E. Raising of Lights on Runway 5/23

The overlay of Runway 5/23 in 1975 necessitated raising the shoulders to conform with the F.A.A. standards for transitional shoulder slopes. After turfing of the raised shoulders, many of the existing runway lights were too low in relation to the runway edge and the shoulder grade. Most of the bases were completely covered. Raising these lights restored them to their proper height and will prevent obscuration during snows.

F. Installation of Apron Lighting

The older ramp lighting consisted of four (4) 1,000 watt glass encased flood lights mounted on the roof of the terminal building and focused on the ramp and operational area. This lighting was grossly inadequate and only a fraction of the entire ramp was illuminated at night. The existing tie down area and a large portion of the operational area remained unlighted. The new apron lighting illuminates the entire existing apron as well as the proposed expansion. The lighting consists of twelve (12) 35 foot poles with four (4) 400 watt energy-saving high pressure sodium lamps on each. The addition of the apron lighting provides not only an increased operational safety factor for the apron area but also provides a much needed degree of security.

G. Installation of Taxiway Lighting

The new connecting taxiway from the apron expansion to the existing taxiway will need to be lighted as well as the existing taxiway where no lights presently exist. Medium intensity taxiway lights were installed and connected to the existing lighting system.

H. Installation and Relocation of Taxiway Guidance Signs

Hulman Field Airport had a definite need for better and more informative guidance signs on the airport. Consultation between the Engineer, the Airport Authority, and the F.A.A. Control Tower Personnel yielded approximately twenty (20) locations on the field where either new guidance signs were needed or old signs needed to be relocated or re-paneled. This was accomplished.

I. Removal of Existing Tetrahedron and Installation of Twelve Foot Windcone with One-hundred Foot Segemented Circle

The Federal Aviation Administration's criteria for the usage of a tetrahedron to show wind direction has recently changed in that now a tetrahedron is to be used only to show which runways are active. In light of this new criteria, the airport was directed by the F.A.A. Certification Inspectors to remove the tetrahedron. In its place a twelve foot lighted windcone with a one-hundred foot segmented circle was installed.

J. Relocation of the "Thompson Hangar"

The location of the new ramp necessitated the relocation of the 60' x 100' "Thompson Hangar". This hangar was moved to the Northeast corner of the new ramp and has been slated for use as a maintenance facility for the airport's equipment and vehicles.

A.D.A.P. PROJECT NO. 6-18-0082-03

The existing storm sewer was in serious need of repair. Joints within the system needed resealing, and additional maintenance was needed throughout the system. This project was started in 1978 with completion to be accomplished as early in 1979 as the weather allows.

CONTROL TOWER CAB REPAIRS

Because the Air Traffic Control Tower Cab comprises such a small area completely surrounded by glass, heating and air conditioning problems are unique. A sunny winter day may yield an outside temperature below freezing and a temperature of 88° F. inside the tower cab. With sunset the air conditioning is no longer needed and the heater is required. The old heating and air conditioning unit within the control tower cab could no longer handle these extremes, and as such had to be replaced.

The tower roof was also in serious need of repair, and the roof was replaced in 1978.

T-HANGAR PAINTING

Two of the three T-hangar units at Hulman Field were built in 1946, and the exteriors of these buildings were showing much wear and tear.

It was estimated that it would cost \$25,000.00 for a painting contractor to re-paint these two hangars. This was economically unfeasible and had to be accomplished in a different manner. By purchasing the required supplies, and with the labor provided by the field crew and CETA employees, this task was accomplished at a considerable cost savings to the airport.

TAXIWAY AND RUNWAY REPAIR

The last 2400 feet of Runway 23 and the parallel "Jet Taxiway" are slated to be overlaid in 1979 under Airport Development Aid Project No. 6-18-0082-04 (A.D.A.P. -04). Some areas of this runway and taxiway, however, needed immediate patching.

The Indiana Air National Guard had several asphalt projects ongoing in the summer of 1978, and added to these projects the patching required on these areas of runway and taxiway. This short-term maintenance will enable aircraft to safely use this runway and taxiway until such time as the A.D.A.P. -04 Project is completed.

VI. ACQUISITION OF PROPERTY

1971 INTERNATIONAL HARVESTER TRUCK

In August of 1978, the airport purchased a 1971 five (5) ton, four wheel drive International Harvester dump truck from the Indianapolis International Airport Authority. This piece of equipment came with a 14' 8" Root snow plow.

This vehicle is now one of the better pieces of snow removal equipment and became one of the workhorses of the snow removal fleet during the 1978 snow removal operations.

VII. ECONOMIC IMPACT

The airport has a very substantial impact on the economic foundation of the community. This is reflected by both the number of people employed at Hulman Field Airport and by the number of companies that utilize the airport facilities on a regular basis.

1. A recent survey showed that there were 402 people employed at Hulman Field on a full time basis. Only seventeen (17) of these persons are actually employed by the Hulman Field Airport Authority. The biggest employer at Hulman Field is the Indiana Air National Guard, with 239 full time employees. Another 600 persons are employed by the Air Guard on their duty weekends.

Other employers at Hulman Field include the Federal Aviation Administration, Britt Airlines, H & D Aviation, The Skyway Dining Room, Rental Car Concessionaires, and several corporations owning aircraft at Hulman Field.

2. The following businesses and corporations utilize Hulman Field Airport on a regular basis:

The Aluminum Division of Anaconda Industries
Amax Coal Company
Cambridge Coal Company
J. I. Case and Company
Columbia House, A Division of C.B.S., Inc.
Eli Lilly and Company
Ethyl Visqueen, A Division of Ethyl Corporation
General Telephone Company of Indiana
General Tire and Rubber Company
Heath Candy Company
Hercules, Inc.
Hillman's Jewelers
Hopy Dog Restaurants
Hulman and Company
International Minerals and Chemical Group, Inc.
Marathon Oil Company
Massey Ferguson Equipment Company
Midland Glass Company
Pfizer, Inc.
The Pillsbury Company
Princeton Mining Company
Public Service Indiana

Most, if not all, of these businesses and corporations find it necessary to have air transportation facilities located in the community where their branch plants are located. It is beyond question that if Vigo County did not have the aviation facilities it does, that it would receive much less consideration, if any, as a possible site for future expansion of existing industries or as a location site for additional industries. In a modern world where time is increasingly being considered as a critical commodity, it is necessary for communities to provide up-to-date facilities to match the need of reducing time requirements for both their citizens and their industries. This will help insure the future growth, development and well being of our community.

1979

ANNUAL REPORT

HULMAN FIELD AIRPORT

TERRE HAUTE, VIGO COUNTY
INDIANA

HULMAN FIELD AIRPORT AUTHORITY 1980

Harry C. Dees
Bruce L. Richardson
James F. Smock
Dr. Fred W. Draper
Joseph A. Haley
Mose Kassis
Ian Johnston

President
Vice President
Secretary
Treasurer
Member
Member
Airport Director

REFERENCE
DO NOT CIRCULATE

Vigo County Public Library

HULMAN FIELD AIRPORT AUTHORITY

R. R. 31 BOX 27 HULMAN FIELD AIRPORT
TERRE HAUTE, INDIANA 47803

The Hulman Field Airport Authority presents this 1979 Annual Report to the citizens of Vigo County. The purpose of this report is to inform the Vigo County Citizens of the growth, achievements and operations taking place at their airport.

Last year (1979) was a record year at Hulman Field. Total airport operations increased to an all time high of 111,325. This is the fifth straight year that the traffic has increased at Hulman Field. Passengers enplaned and deplaned by Britt Airlines totalled 64,293, which is also a record for Hulman Field. After many years of declining air cargo loads, this figure is also up for the second consecutive year.

Since its formal dedication on October 3, 1944, Hulman Field has shown continual growth and improvement. In addition to meeting the air transportation needs of the community, the economic impact of this growth is felt by both Vigo County and the surrounding counties in Indiana and Illinois.

Once again, the airport owes special thanks to those many leaders and individuals in our community who have aided and assisted the Authority in accomplishing the common goal of providing the best possible air transportation facilities for the community.

The Airport Authority Board Members, staff, and employees are proud to present the 1979 Annual Report. We believe you will find this report informative, and we invite your comments.

HULMAN FIELD AIRPORT AUTHORITY
1980

Harry C. Dees	President
Bruce L. Richardson	Vice President
James F. Smock	Secretary
Dr. Fred W. Draper	Treasurer
Joseph A. Haley	Member
Mose Kassiss	Member
Ian Johnston	Airport Director

TABLE OF CONTENTS

I.	INTRODUCTION.....	1
II.	THE BOARD OF DIRECTORS.....	3
III.	FINANCE.....	5
IV.	OPERATIONS.....	10
V.	IMPROVEMENTS AND REPAIRS.....	16
VI.	ACQUISITION OF PROPERTY.....	20
VII.	OTHER ACCOMPLISHMENTS AND SIGNIFICANT EVENTS.....	21
VIII.	ECONOMIC IMPACT.....	23

I. INTRODUCTION

HULMAN FIELD AIRPORT AUTHORITY

The Uniform Airport Authority Act of 1971 allowed for the formation of an Airport Authority District by resolutions of both the City and County Councils. This was accomplished and on July 1, 1976 the Hulman Field Airport Authority was created. The formation of the Airport Authority was accomplished to meet the ever growing air transportation requirements for Terre Haute and Vigo County.

The Airport is governed by a six member Board of Directors. Three members each are appointed by the Mayor of Terre Haute and the Vigo County Commissioners. No more than two of the three appointments can be of the same political persuasion, and all are appointed on staggered terms. On July 1st, one appointment each is made by both the City and the County. These appointments are made three out of every four years.

The Airport Authority is charged with the responsibility of maintaining, operating, and developing Hulman Field Airport consistent with the needs of area air transportation. It is hoped that by this form of government, the Airport will be able to meet Vigo County's aviation needs now and in the future.

GENERAL CHARACTER OF THE WORK OF THE BOARD

Since its formation on July 1, 1976, the Hulman Field Airport Authority has devoted much time to regular twice monthly meetings.

The Board, during the year of this report, has made every effort to carry out its duties under the law and to do so with the best interest of the total community uppermost in mind. The Board remains cognizant of the fact that sufficient funds are not available to do everything at once and as such they have made every endeavor to place first things first, with a particular emphasis on safety.

The Board as a whole, and its individual members have given freely of their time and have worked very closely with many other persons and agencies in an endeavor to keep abreast of the industry and make proper judgements. It is the Board's desire to keep pace with industry and provide aviation facilities for the Vigo County Community of which all can be proud.

A brief resume of the work of the Authority during 1979 follows:

The Board held twenty-four regular meetings and two special meetings during 1979. In addition to these meetings, Board members attended many additional meetings and committee meetings. These meetings covered subjects ranging from pre-construction conferences, conferences with Federal Aviation Administration and Aeronautics Commission of Indiana officials, lease agreement conferences, planning conferences, press conferences, and numerous committee meetings.

Most of the Board's time was devoted to the regular meetings of the Hulman Field Airport Authority which takes place on the first and third Wednesday of every month at 7:30 p.m. (E.S.T.) in the Airport Conference Room.

Many construction projects took place in 1979, including two Airport Development Aid Projects (A.D.A.P. -03 and A.D.A.P. -04). Planning was initiated for many 1980 projects including a fifth A.D.A.P. project. A great deal of time was spent on planning, review of documents, receipt of bids, award of contracts, and financing.

Mr. James F. Smock is Secretary of the Hulman Field Airport Authority. Mr. Smock graduated from Indiana State University in 1962 with a B.A. Degree in teaching and earned a Doctorate of Jurisprudence Degree from Indiana University in 1966. He is a partner in the Law Firm of Smock and Smock. He began serving as a Director for the Hulman Field Airport Authority on July 1, 1976, and is now serving on his second term.

Mr. Joseph A. Haley is Secretary-Treasurer of the Board of Directors of the Haley Brothers Construction Corporation. He is also a member of the Board of Directors of the Superior Concrete Corporation, the Vigo County Committee for Area Progress, and the Indiana State Commercial Air Service Advisory Committee. Mr. Haley is a member of St. Joseph's Church and the Knights of Columbus. He is a Marine Corps Veteran of the Vietnam War. Mr. Haley is a life long resident of Vigo County, is married and has two children. He began serving as a Director for the Hulman Field Airport Authority on July 1, 1976, and is now serving on his second term.

Mr. Maynard C. Wheeler (1900-1979). Mr. Wheeler began serving on the Board of Directors for the Hulman Field Airport Authority on July 1, 1976 and was serving on his second term when he passed away on December 26, 1979. Mr. Wheeler was the retired President and Chief Executive Officer (1959-1968) for Commercial Solvents Corporation (International Minerals and Chemicals Group, Incorporated). Mr. Wheeler's civic involvements included Director of Terre Haute Boy's Club, member of the Board of Directors of Indiana State University Foundation, Director of the Wabash Valley Association, Director of the Terre Haute Tribune-Star, Vice Chairman of the Board of Managers of Rose-Hulman Institute of Technology, Director of Goodwill Industries, Director of Agfirm Corporation of Indianapolis, Director of Drial Corporation of Attica, Indiana, and Member of the President's Council for Purdue University. He received Honorary Degrees from Purdue University (Dr. of Engineering) and Indiana State University (Dr. of Laws).

III FINANCE

FINANCIAL STATEMENT

The following is an Income and Expense Statement of Hulman Field Airport Authority for the year ending December 31, 1979 (audit performed by Sackrider, Holler and Trummel, Inc., 1925 Wabash Avenue, Terre Haute, Indiana.)

Assets

Cash Operating	\$ 20,145.22
Cash Project Funding	30,025.78
Petty Cash	350.00
Cash-Bond Redemption Fund	1,040.66
Project Fund -ADAP-03	42,774.44
Project Fund -ADAP-04	2,398.08
Master Plan	832.50
Bond Redemption- Property Tax Receivable	12,342.63
Property Tax Receivable	78,020.33
Due from Bond Redemption Fund	2,000.00
Airport Improvements	1,000,449.06
Accounts Receivable	18,757.57
Accounts Receivable (Other)	204,159.42
Property and Plant	5,462,174.02
Projects in progress	<u>2,259,997.71</u>
Total Assets	\$9,135,467.42

Liabilities, Contributions and Surplus

Airport Improvement Bonds	\$1,000,000.00
Social Security (Withheld)	5,117.93
Public Employees Retirement Fund (Withheld)	736.52
Federal Tax (Withheld)	933.52
State Tax (Withheld)	182.71
Group Insurance (Withheld)	256.50
Bonds Payable	210,000.00
Accounts Payable (Funding Project)	394,868.06
Accounts Payable (Other)	51,879.73
Due General Fund	2,000.00
Installment Contract	17,507.10
Security Deposits	<u>1,550.00</u>
Total Liabilities	\$1,685,032.07

FINANCE - Continued

<u>Contributions</u>	\$6,845,806.93
Retained Savings	<u>604,628.42</u>
Total Liabilities, Contributions and Surplus	\$9,135,467.42

Income

Property Tax	\$ 280,791.63
T-Hangar Rental	25,032.50
Terminal Space Rental	65,940.22
Landing Fees	7,599.64
Fuel Royalties	27,151.90
Indiana Air National Guard	21,000.00
Sale of Grain	23,918.06
Other	2,375.44
Bond Redemption	128,696.12
Interest	10,730.99
Total	593,236.50

Expense

Service Personnel	\$ 147,675.21
Service Contractual	164,942.93
Supplies	51,561.36
Materials	13,131.57
Current Charges	30,091.02
Current Obligations	119,481.63
Interest on Bonds	15,600.00
Total Expenses	542,483.72
Excess of Income over Expenses	50,752.78

Balance Sheet

December 31, 1979

Assets

Unrestricted Current Assets:

Cash	\$ 20,495.22
Accounts Receivable	96,777.90
Amounts due from Bond Redemption	2,000.00
	<u>119,273.12</u>

Restricted Project Fund Assets:

Cash	- ADAP-02	30,025.78
	- ADAP-03	42,774.44
	- ADAP-04	2,398.08
Master Plan		832.50
Bond Redemption		1,040.66
Airport Improvements		1,000,449.06
Accounts Receivable		204,159.42
		<u>\$ 1,281,679.94</u>

Property and Equipment

Buildings, runways, improvements and land	5,462,174.02
Construction in progress	2,259,997.71
	<u>\$ 7,722,171.73</u>

Bond Redemption Fund Assets

Property Tax Receivable	12,342.63
	<u>\$ 9,135,467.42</u>

Liabilities and Net Worth

Unrestricted Current Liabilities:

Accounts payable	\$ 78,164.01
------------------	--------------

Restricted Project Fund Liabilities:

Accounts payable	394,868.06
------------------	------------

Bond Redemption Fund Liabilities:

Due to General Fund	2,000.00
---------------------	----------

Long-term indebtedness:

Airport Improvement bonds payable	1,210,000.00
-----------------------------------	--------------

Net Worth:

Contribution in aid of construction	6,845,806.93
Retained Revenues	604,628.42
	<u>\$ 7,450,435.35</u>

\$ 9,135,467.42

IV. OPERATIONS

Flight operations at Hulman Field Airport during 1979 and for the previous three (3) years were as follows:

AIRPORT OPERATIONS

<u>Itinerant</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>
Air Taxi	9,593	11,394	12,472	12,995
General Aviation	33,941	33,663	38,236	40,934
Military	4,910	4,889	4,315	3,807
Air Carriers	28	49	44	36

Local

General Aviation	30,104	40,517	52,181	50,278
Military	3,391	3,492	3,050	3,275
Totals:	81,967	94,004	110,298	111,325

AIRPORT OPERATIONS SUMMARY

The following is a comparison of airport traffic for calender years 1978 and 1979:

<u>Operations</u>	<u>1978</u>	<u>1979</u>	<u>+ increase/decrease</u>
Itinerant Air Carrier	44	36	-18.2%
Itinerant Air Taxi	12,472	12,995	+ 4.2%
Itinerant General Aviation	38,236	40,934	+ 7.1%
Itinerant Military	4,315	3,807	-11.8%

Total Itinerant	55,067	57,772	+ 4.9%
Local General Aviation	52,181	50,278	- 3.6%
Local Military	3,050	3,275	+ 7.4%
Total Local	55,231	53,553	- 3.0%
Total Airport Operations	110,298	111,325	+ 1.0%

INSTRUMENT OPERATIONS SUMMARY

<u>Operations</u>	<u>1978</u>	<u>1979</u>	<u>+ increase/decrease</u>
At Primary Airport	22,738	24,800	+ 9.1%
At Secondary Airport	6,076	6,744	+11.0%
Overflights	4,016	3,532	-12.1%
Total Instrument Operations	32,830	35,076	+ 6.8%

INSTRUMENT APPROACH SUMMARY - PRIMARY AIRPORT

<u>Operations</u>	<u>1978</u>	<u>1979</u>	<u>+ increase/decrease</u>
Air Carrier	4	6	+50.0%
Air Taxi	910	1,112	+22.2%
Military	122	241	+97.5%
General Aviation	1,121	1,378	+22.9%
Total	2,157	2,737	+26.9%

Although total Airport operations did increase in 1979, they didn't increase as much as in some of the previous years. A large percentage of this could probably be attributed to the most unusual weather during 1979. In addition to the slow winter months, Terre Haute suffered the wettest summer ever recorded. The measured rainfall for July and August was 32.12 inches. The total Airport operations for July, 1979 was 7,817 compared to 10,347 operations during July, 1978; A decrease of 2,530 operations.

ALLEGHENY COMMUTER OPERATIONS (BRITT AIRLINES)

The Allegheny Commuter Service to and from Terre Haute has continued to grow in calender year 1979. Britt Airlines, the Hulman Field based Allegheny Commuter, provides service to both Indianapolis and Chicago. There are eight (8) daily round trips to Indianapolis with a weekend frequency of twelve (12) flights. Chicago service includes nine (9) daily round trips with a weekend frequency of eleven (11) flights.

A comparison of passengers and cargo transported to and from Hulman Field Airport by Allegheny Commuter Service follows:

<u>year</u>	<u>passengers</u>	<u>% increase/decrease</u>	<u>cargo (lbs)</u>	<u>% increase/decrease</u>
1973*	20,681		679,787	
1974	40,637		864,404	
1975	44,908	+10.5%	686,835	-20.5%
1976	50,787	+13.1%	451,291	-34.3%
1977	55,208	+ 8.7%	383,190	-15.1%
1978	60,773	+10.1%	474,499	+23.8%
1979	64,293	+ 5.8%	527,550	+11.2%

*Britt Airlines started service in Terre Haute on June 1, 1973. Prior to this date, service was provided by Allegheny Airlines.

Passenger traffic at Hulman Field is increasing at an average rate of 9.6% per year. The air cargo loads have shown an increase for the second year in a row after several years of steadily declining loads. The Britt Airline Fleet is changing with these increasing demands. In 1978, the fleet consisted of twelve (12) Beech 99's, a fifteen (15) passenger aircraft, and one Swearingen Metroliner with a capacity of nineteen (19) passengers. In 1979 this fleet grew to twelve (12) Beech 99's and four (4) Metroliners.

Britt Airlines is continuing to expand to many other markets within the Midwest area. With this growth, the Headquarters facilities here at Hulman Field have grown accordingly. The maintenance and administrative staff is growing to meet the demands of the increased airline operations.

H & D AVIATION, INC. OPERATIONS

1979 proved to be the most significant year yet in H & D's history of impressive growth.

Among the most notable achievements of the year, the long awaited hangar project got underway as final financial arrangements were completed and actual construction began. By year's end the site had been excavated and the foundation was poured. Steel arrival was anticipated sometime in January, with a completion date expected in early Spring.

Completion of the project will offer the air traveler one of the finest General Aviation facilities in the country.

For the first time in the airport's history there will be storage facilities available for the larger corporate aircraft, as well as complete facilities for the aviation public.

A new Flight School facility will provide much-needed space relief for the crowded conditions brought on by H & D's unprecedented growth in this area. Indiana State University's involvement in aerospace education continues to grow and over one hundred students are presently developing their aviation skills at Hulman Field. Traffic growth at the airport has been directly related to the growth of the H & D Flight Training Program. Near saturation of approach control facilities was a major factor in the FAA decision to provide radar service to the airport.

Ramp services continued to improve throughout the year and was reflected in the increases experienced in transient aircraft traffic.

Fuel sales continued to increase, despite the international problem encountered during 1979. In this regard, H & D purchased or leased four new ramp vehicles in order to better handle the projected traffic increases. Two 1200 gallon fuel trucks, a 5000 gallon jet refueler, and a 4-wheel drive vehicle for aircraft towing and passenger transportation were added to their fleet.

The 5,000 gallon vehicle could prove to be a significant addition to the airport's transient capability if larger jet aircraft began using Hulman Field as a result of the projected approach control radar.

The company's charter service continued to expand. An eight-passenger Piper Navajo Chieftain was added to the line, the first cabin-class charter service offered from the field in a number of years.

A number of truly significant aircraft sales occurred during the year. Two Cheyenne prop-jets were placed with local corporations. Both of these pressurized aircraft will be permanently based at Hulman Field. One company plans to construct a corporate hangar on the airport as a result of their Cheyenne acquisition.

The impact of increased traffic on the airport was never more dramatically apparent than the two day period during which a National Collegiate flying competition was held on the field, resulting in a two day record of 2,398 aircraft operations.

Never has the airport been more in the public eye than in 1979. In addition to the frequent media exposure associated with airport development throughout the year, a weekly newspaper column in the Sunday Tribune-Star entitled "Hulman Field Happenings", written by H & D personnel, brought the many faceted story of aviation to the citizenry of the Wabash Valley in dramatic fashion. The column was subsequently entered in a national aerospace writing competition by the newspaper's editors and has received considerable local acclaim as well as a wide readership in the western portion of Indiana.

Such total involvement in the airport's growth and the expansion of General Aviation throughout the Wabash Valley make H & D Aviation a major factor in Hulman Field Airport's unparalleled progress during 1979.

INDIANA AIR NATIONAL GUARD OPERATIONS

The Indiana Air National Guard showed some major changes during calendar year 1979. The most significant of these changes was the conversion from the F-100 aircraft to the newer F-4's.

First produced in 1953, the F-100 was the first supersonic jet fighter in the Air Force inventory. After twenty-six (26) years of service, the very last F-100 fighter was retired at Hulman Field on November 10, 1979 when it flew on its last mission. Nicknamed "The City of Terre Haute" the F-100 was flown to Davis-Monthan Air Force Base to be mothballed.

The first F-4 fighter-bomber arrived in March, 1979. The addition of this aircraft to the local Air Guard Unit has necessitated many changes. In addition to additional flight and maintenance crew training, many physical changes had to be made. Air Force Engineers from Texas and North Carolina came to Hulman Field to rebuild the engine test stand and blast fence for the new aircraft. A new Avionics Shop has been scheduled for construction, as

are BAK 14 barriers, Radar reflectors, and runway surveillance vehicle hard stands. Many other base shops and buildings have undergone renovation.

This Mach 2 aircraft will enable the Indiana Air National Guard to provide an operationally ready tactical fighter unit to the Air Force in a national emergency.

V. IMPROVEMENTS AND REPAIRS

Many improvements and repairs were accomplished during 1979. Among these were two Airport Development Aid Projects (A.D.A.P.-03 and A.D.A.P.-04). These projects were part of the continuing program to provide a first class air transportation facility to the Vigo County area.

The following improvements and repairs were undertaken in 1979:

A.D.A.P. Project No. 6-18-0082-03 Division I

A. Storm Sewer Repair

Drainage of surface water from the field has been a continuing problem. The old storm sewer system was in disrepair and needed joint resealing throughout the entire system. This was accomplished as was the re-habilitation of the storm sewer inlets. Some of the existing drainage ditches were regraded to facilitate the run off of the surface water at the airport.

A.D.A.P. Project No. 6-18-0082-03 Division II

A. Installation of Medium Intensity Taxiway Lighting (MITL) on 05/23 parallel taxiway and connecting taxiways.

The taxiway paralleling runway of 05/23 and its connecting taxiways to that runway have remained unlit until the present. The lighting of this taxiway system will greatly facilitate the safety of night operations at the airport.

B. Installation of High Intensity Runway Lighting (HIRL) on Runway 13/31.

Runway 13/31 was lit by medium intensity runway lighting until this project was started. The High Intensity Runway Lighting makes this runway much more visible at night and upgrades the existing airport facilities still further.

C. Installation of Runway and Taxiway Guidance Signs

Guidance signs have been constructed at runway and taxiway intersections throughout the field. These signs will enable both local and transient pilots to find their way across the maze of runways and taxiways here at Hulman Field. These signs are lit at night.

D. Installation of Visual Approach Slope Indicator-4 (VASI-4) on Runway 5, 13, and 31.

Until the time of this project, there was only one VASI-4 unit located on the field, and this was on runway 23. A VASI-4 unit is a lighting device used by pilots on their final approach to the runway. A combination of red and white lights guides the pilot so that he/she can maintain the proper glide slope to the runway. With the installation of these units on three other runways, safety will be increased and it will also be an invaluable training aid for the flight instruction that takes place here at the field.

E. Installation of Runway End Identifier Lights (REILS) on Runways 13 and 31.

Runway End Identifier Lights are flashing strobe lights situated on either side of the approach end of the runway. During times of poor visibility the REILS assist the pilot in locating the end of the runway. A REIL has been located on runway 23 for some time and now these pilot aids are located on runways 13 and 31.

F. Rehabilitation of the Electrical Cabling and Destruction of the Old Electrical Vault.

The cabling from the electrical vault to the terminal building and the field was old and even hard to locate in order to make repairs. This cabling has now been replaced and ducted through a series of 4" PVC conduits in concrete. This new network will greatly facilitate maintenance on the field's electrical system. Prior to construction of a new electrical vault with a standby generator, the airport was using an underground electrical vault. Part of this project included demolition of this old vault and the rerouting of the cabling.

A.D.A.P. Project No. 6-18-0082-04

A. Overlay the Last 2,400 Ft. of Runway 23

A previous A.D.A.P. project included the overlay of runway 23, with the exception of the last 2,400 ft. This project included this overlay, and now the entire length of runway 5/23 has been upgraded.

B. Overlay of the Parallel Taxiway to Runway 5/23

The taxiway running parallel to runway 5/23 was overlayed along its entire length. This brings this taxiway up to par with all of the other runway and taxiway surfaces on the field.

C. Construction and Lighting of a New Connecting Taxiway between Runway 5/23 and its Parallel Taxiway.

A new taxiway was constructed connecting runway 5/23 and its parallel taxiway. This taxiway is located at the departure end of runway 18. This taxiway now allows the pilot even more accessibility to the runways. This new taxiway has also been lit for night use.

EXECUTIVE HANGAR ACCESS ROAD CONSTRUCTION AND PAVING

The executive hangar area to the north of the airport has been in existence since 1964. The existing gravel road to these hangars was paved in 1979 as were the parking areas behind each hangar. In order to provide access to new executive hangar sites to the south of the executive hangar ramp, construction was started on a new access road. This road is to be completed in 1980.

AIRPORT SURVEILLANCE RADAR SITE

Airport surveillance radar is scheduled to be installed at Hulman Field in 1980. In preparation for this installation, construction was started on the radar remote site. The site was graded, covered with white rock, and completely fenced. The 70 ft. radar scanner tower was constructed on this site, as were two radio transmitter towers. Construction was started on a building to house a standby generator and equipment necessary for this radar remote site.

REHABILITATION OF THE MAINTENANCE STORAGE QUONSET HUT

One of the airport's buildings is a 40' x 95' Quonset hut built in 1944. This building is used to house the airport vehicles and for other storage purposes. In order to rehabilitate this building, a complete rewiring project was completed to replace the old system. In addition to patching needed, the south door to this building was completely sealed. A new 16 ft. overhead door was installed on the

north end of the building for increased security and winter storage capability.

ARMY RESERVE DOMESTIC ACTION PROJECT

A Company of the local Army Reserve Unit, Company B, 972nd Engineering Bn., participated in a project at Hulman Field for their summer, weekend drills. In addition to starting construction on the Executive Hangar Access Road, the Reserve Unit used their heavy equipment to clear and grub many of the brush areas around the airport.

INSTALLATION OF NEW WATER LINES TO THE EXECUTIVE HANGARS

The water lines to the executive hangars were leaking and in need of repair. Airport personnel replaced these lines during the summer of 1979.

WESTERN TAR PRODUCTS, INC. EXECUTIVE HANGAR

Construction was started on a new Executive Hangar by Western Tar Products, Inc. This hangar will provide cover for still another corporate aircraft to be based at Hulman Field.

H & D AVIATION, INC. HANGAR

Construction was started on the new hangar for the fixed base operator at Hulman Field, H & D Aviation, Inc. This building will provide 12,000 ft.² of hangar space and 9,600 ft.² of office, and flight school area. In addition to centralizing the fixed base operations, this building will allow H & D Aviation to provide additional services to the aviation community.

VI. ACQUISITION OF PROPERTY

1979 GMC ONE TON FOUR WHEEL DRIVE TRUCK

In February, 1979 the airport purchased a 1979 GMC, one ton four wheel drive truck, with crew cab. This vehicle is equipped with a 350 cubic inch V-8 engine, and a four (4) speed manual transmission. Other options include a utility bed with ladder racks, and heavy duty bumpers and tow hooks on both the front and rear. This vehicle (HUF 11) is now used as a field maintenance truck.

1977 DODGE VAN

In June, 1979 the airport purchased a low mileage 1977 used Dodge Van. This vehicle has a slant six cylinder engine, and a three (3) speed manual transmission. Shelves were installed to hold tools and maintenance materials, and the van (HUF 2) is now used by the terminal supervisor for maintenance of the terminal and other buildings on the field.

SCHMIDT VS3-CFH SNOWBLOWER

In November, 1979 a Schmidt VS3-CFH Snowblower with a Mercedes-Benz DM352A auxiliary engine was purchased as part of A.D.A.P. Project 6-18-0082-02. This piece of equipment is mounted on the UNIMOG tractor owned by the airport. The snowblower has a snow removal capacity of 1200-1500 tons per hour, with a maximum casting distance of 100 feet. The auxiliary Mercedes-Benz engine is turbo charged, producing 156 horsepower, and has a hydrostatic drive system that is also suitable for use with a sweeper unit.

VII. OTHER ACCOMPLISHMENTS AND SIGNIFICANT EVENTS

MASTER PLAN

In January, 1979, Ralph Burke and Associates, Inc. of Des Plaines, Illinois was given notice to proceed on a Master Plan Study for Hulman Field. This study included the collecting and analyzing of data on the history of the airport. Such information as the financial history, growth patterns, aircraft operations, and numbers of enplaned passengers were studied. This data was analyzed and extrapolated to forecast the future air transportation needs of the Vigo County area in five (5), ten (10), fifteen (15), and twenty (20) year increments. With this information, an airport layout plan is to be developed to provide for efficient utilization of the airport property. The future development of facilities will be planned in an organized manner.

ADEQUACY OF SERVICE STUDY

An adequacy of service study was placed under contract with A.J. Parry and Associates of San Francisco, California. Mr. Parry is familiar with airport services in Indiana, having been the Airport Manager at Evansville, Indiana for many years. This study was completed in April, 1979.

This study analyzed the air transportation services provided at Hulman Field. Surveys were distributed to local businesses and corporations to determine their needs. Surveys were also taken of the traffic moving through the airport each day.

The results of this study showed that there was a need for Terre-Haute-St. Louis air service as well as the Terre Haute-Indianapolis, Terre Haute-Chicago service as is presently provided by Britt Airlines. Efforts are now underway to seek an airline that will provide this service.

CIVIL AERONAUTICS BOARD ESSENTIAL AIR SERVICE DETERMINATIONS

On February 23, 1979 the Civil Aeronautics Board conducted hearings on the essential air service needs for the State of Indiana. The Airport Director represented Terre Haute at these hearings and requested that the C.A.B. declare Terre Haute-St. Louis service as essential. Following the hearings, a petition was submitted to the C.A.B. for air service to three hubs: Indianapolis, Chicago and St. Louis.

ONE MILLION DOLLAR BOND ISSUE

The Hulman Field Airport Authority issued one million dollars worth of General Obligation Bonds, with the sale taking place on November 29, 1979. The proceeds from this bond sale will be used for two major construction projects in 1980. The terminal building will be expanded by sixty (60) feet to the west. This expansion will accommodate the radar facilities, new Airport Authority offices and additional airline space. The airport parking lot is also to undergo expansion. The new re-designed parking lot is planned to accommodate 407 cars. These two projects will be of great benefit to the general public using Hulman Field.

FIRST WOMEN'S AIR DERBY - 50TH ANNIVERSARY COMMEMORATIVE RACE, 1929-1979

The First Women's Air Derby, from Santa Monica, California to Cleveland, Ohio, was held on August 18-26, 1929. Terre Haute was one of the designated stopping points during that race, with one of the participants being Amelia Earhart.

The Ninety-Nines, an International Organization of women pilots, sponsored the 50th Anniversary Commemorative Race which was flown on the same route. The 1979 race had twenty-six (26) teams, and eighteen (18) of these teams spent the night at Terre Haute on their way to Cleveland. Letters were received from many of these teams after the race, complimenting Terre Haute on the courtesy they received during their short stay.

REGIONAL AIR MEET - REGION EIGHT OF THE NATIONAL INTERCOLLEGIATE

FLYING ASSOCIATION

On November 2-3, 1979, a regional SAFECON (Safety Conference) competition was held at Hulman Field. Flying teams from 12 Universities in a four-state area competed in such events as navigation, pre-flight planning, power on and power off accuracy landings, and "bomb" droppings. It was during this two day period that the Air Traffic Control Tower recorded a record 2,398 operations. The Hulman Field competition was the largest regional competition in the Nation. This event exemplifies the spirit of co-operation here at Hulman Field; the Federal Aviation Administration, H & D Aviation, Indiana State University and the Hulman Field Airport Authority all worked together in order to have a safe and successful competition.

VIII. ECONOMIC IMPACT

The Airport has a very substantial impact on the economic foundation of the community. The impact is shown by the tax return to the county from registered aircraft, the business generated at the airport itself, and by the number of companies that use the airport on a regular basis.

1. The registration taxes paid by owners of aircraft registered in Vigo County are returned to the Vigo County general fund. In 1979 this tax return amounted to \$12,985.06.
2. There are as many as fourteen places of business located at Hulman Field. A recent survey showed that there were 485 people employed at Hulman Field on a full time basis. Only seventeen (17) of these are actually employed by the Hulman Field Airport Authority.

The Indiana Air National Guard is the largest employer at Hulman Field, with 266 full time employees. An additional 644 persons are employed by the Air National Guard on their duty weekends.

Other employers at Hulman Field include the Federal Aviation Administration, Britt Airlines, H & D Aviation, The Skyway Dining Room and Lounge, Avis Rent-A-Car, Budget Rent-A-Car, Hertz-Rent-A-Car, and several local corporations with aircraft based at the field.

In addition to the employers located at Hulman Field which provide both jobs to area citizens and services to the public, there are many private aircraft based at Hulman Field. Many of these aircraft are used as a business tool by their owner. These aircraft return money to the community through taxes, fuel, maintenance, storage, insurance, etc., all of which also provide jobs to area citizens.

3. The following businesses and corporations utilize Hulman Field Airport on a regular basis:

The Aluminum Division of Anaconda Industries
Amax Coal Company
Bemis Co., Inc.
Cambridge Coal Company
J.I. Case
Columbia House, A Division of C.B.S., Inc.
Eli Lilly and Company
General Housewares Corp.

General Telephone Company of Indiana
General Tire and Rubber Company
Heath Candy Company
Hercules Inc.
Hillman's Jewelers
Hulman and Company
I.B.M. Corp.
International Minerals and Chemical Group, Inc.
Marathon Oil Company
Massey Ferguson Equipment Company
Meis of Terre Haute
Midland Glass Company
Pfizer, Inc.
The Pillsbury Company
Princeton Mining Company
Public Service Indiana
Unique Graphics, Corp.
The Weston Paper and Manufacturing Co.

Many other businesses and corporations could be added to this list along with the Hospitals, Educational Institutions, and Publishers in the Terre Haute area.

Most, if not all, of these businesses and corporations find it necessary to have air transportation facilities located in the community where their branch plants are located. It is beyond question that if Vigo County did not have the aviation facilities it does, that it would receive much less consideration, if any, as a possible site for future expansion of existing industries or as a location site for additional industries. In a modern world where time is increasingly being considered as a critical commodity, it is necessary for communities to provide up-to-date facilities to match the need of reducing time requirements for both their citizens and their industries. This will help insure the future growth, development and well being of our community.